THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
E. St. JOHN NEALE,
Secretary of Legation.
H. M.'s Legation, Shanghai, 22nd June, 1860.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
LAURENCE OLIPHANT,
Secretary of Legation.
H. B. M.'s Legation, Yedo, 20th July, 1861.

VOL. XIV., No. 685. SHANGHAI, SATURDAY, SEPTEMBER 12, 1863. PRICE, TAELS 15 ₩ ANNUM.

INTIMATIONS.

NOTICE.

ALL person having claims on the Estate of WILLIAM HATTON deceased, late of Taku, are requested to send them in to the Undersigned on or before the first day of October next; and all persons indebted to the same Estate are requested to make immediate payment.

R. K. DOUGLAS,
H.B.M.'s Acting Vice-Consul.
British Vice Consulate,
Taku, August 13th, 1863. 26se 206

In the Estate of WILLIAM RAYMOND GINGELL, Esquire, *late H. B. M.'s Consul at Hankow, deceased.*

ALL persons indebted to the above Estate are requested to make immediate payment to the Undersigned, and claims against it must be forwarded to him immediately.

J. A. WEBSTER,
Acting Consul.
H. B. M.'s Consulate,
Hankow, 15th August, 1863. 24de 201

In the Estate of T. L. HAY, Esqr, *deceased.*

ALL persons indebted to the above Estate are requested to make immediate payment to the Undersigned, and claims against it must be forwarded to him before the 1st day of January next.

J. A. WEBSTER,
Acting Consul.
H. B. M.'s Consulate,
Hankow, 15th August, 1863. 24de 202

In the Estate of R. C. PEARSON *deceased.*

ALL Persons indebted the above estate are requested to make immediate payment to the undersigned, and claims against it must be forwarded to him before the 1st day of October next.

W. RAYMOND GINGELL,
H.B.M.'s Consul.
British Consulate,
Hankow, July 22nd, 1863. 26se 187

In the Estate of BENJAMIN GREEN *late Master of Junk "Moosmie" deceased.*

PERSONS who can give any information regarding the place of residence of the Parents or other Relations of the deceased, will oblige the undersigned by communicating the same to him with as little delay as possible.

W. RAYMOND GINGELL,
H.B.M.'s Consul.
British Consulate,
Hankow, July 22nd, 1863. 26se 188

NOTIFICATION.

During the temporary absence from Shanghai of the Prussian Consul General M. de Rehfues, all communications with the Consulate General will be received by the undersigned.

THEODOR PROBST,
H. Pr. M.'s Vice-Consul.
tf 57 Shanghai, 23rd February, 1863.

SHIPPING.

FOR SALE.

THE POWERFUL PADDLE-WHEEL STEAMER "*LONDON*,"

Seven Hundred Tons Gross Register.

IS fitted with a pair of Side-Lever Engines by NAPIER of Glasgow, of 350 horse-power nominal, with Tubular Boilers, which are now in good working order, having had extensive repairs lately. Steams 10 knots per hour, on a consumption of about one Ton of Coal per hour.

The Hull is perfectly sound and staunch, thoroughly copper-fastened and newly coppered in Amoy Dock a few months ago: the appurtenances are all complete and good, and the Engineer's department is well found in Gear and Tools.

Carrying capacity is 850 tons of 40 feet, and coals for five days in the Bunkers—is a very powerful vessel and well adapted for carrying Troops, having large and spacious between decks forward and aft and being of great beam on the upper deck, she could carry a large number there.

Parties wishing to purchase will be allowed to make a trial trip to test the Boilers, Machinery and the vessel generally.

For further particulars, apply to
BYRNE & Co.
tf 217 Shanghai, 5th Sept., 1863.

TOWING.
THE TUG BOAT
"MARTIN WHITE"

is prepared to tow in Woosung and Yang-tsze Rivers. Orders left with the Captain on board or at Messrs. THOMAS HUNT & Co.'s will be promptly attended to.

A. L. FREEMAN.
tf 31 Shanghai, January 12th, 1863.

NOTICES OF FIRMS.

NOTICE.

MR. THOMAS ALEXANDER-COWDEROY is authorized to sign our Firm from date.

HALL & HOLTZ.
190 31oc Shanghae, 21st July, 1863.

NOTICE.

WE have established a Branch Office in Hankow.

WHITFIELD & KINGSMILL.
Civil Engineers & Architects.
tf 149 Shanghai, June 12th, 1863.

NOTICE.

MR. H. E. A. RÖHL is this day admitted a Partner in my business which will in future be carried on under the firm and style of KUNST, RÖHL & CO.

G. KUNST.
tf 112 Shanghai, 1st May, 1863.

NOTICES OF FIRMS.

NOTICE.

MR. FRANZ BORNTRAEGER is authorized to sign our Firm by procuration.

TRAUTMANN & Co.
tf 154 Shanghai, 10th June, 1863.

NOTICE.

MR. CLEMENT LUCAS is authorized to sign our Firm in China *per procuration.*

BLAIN, TATE & Co.
28no 135 Shanghai, 29th May, 1863.

NOTICE.

THE Business of the Undersigned will hereafter be carried on by their Successors Messrs. TRAUTMANN & Co, who have taken over their Assets and Liabilities.

HARKORT & Co.
Shanghai, 30th May 1863.

THE Business hitherto carried on by Messrs. HARKORT & Co., will be continued by the Undersigned, under the Firm of TRAUTMANN & Co., they having taken over all Assets and Liabilities of their Predecessors.

JOHANN FRIEDRICH HEINRICH TRAUTMANN.
FREDERICK HORSEN BLOCK.
AUGUST WIETERS.
6ju-1864 144 Shanghai, 1st June, 1863.

NOTICE.

MR. G. SCHAUWECKER is this day admitted a partner in our Firm in China and Japan, which will in future be carried on under the style of FAJARD, SCHAUWECKER & Co.

EUGENE FAJARD & Co.
tf 145 Shanghai, 6th June, 1863.

NOTICE.

THE interest and responsibility of Mr. WILLIAM GUNSTON HOWELL in our Firm ceased on the 31st ultimo, and Mr. THOMAS MONCREIFF was admitted a partner on the 1st Instant.

GEO. BARNET & Co.
Shanghai, 6th April, 1863.

WITH reference to the above, notice is hereby given that the Partnership heretofore subsisting between the undersigned and Mr. FRANCIS HAMILTON GROVE, under the firm or style of MONCREIFF, GROVE & Co., in Shanghae, determined by mutual consent on the 31st ultimo.

Their business has been transferred to Messrs. GEO. BARNET & Co., and will be carried on by Mr. F. H. GROVE in London, in connection, as before, with Messrs. H. & J. JOHNSTON & Co., of that city, and in China, with Messrs. GEO. BARNET & Co.

THOS. MONCREIFF.
tf 88 Shanghai, 6th April, 1863.

NOTICE.

THE interest and responsibility of Mr. JAMES C. HASSON in our Firm, ceased on the 24th *January*, 1863.

WAINWRIGHT & Co.
Shanghai, 12th March, 1863.

MR. JOHN THORNE is authorized to sign our Firm per procuration.

WAINWRIGHT & Co.
tf 89 Shanghai, 12th March, 1863.

NOTICE.

THE Interest and Responsibility of Mr. C. H. ANGEL in our Firm has ceased.

WHEELOCK & Co.
tf Shanghai, 1st November, 1862.

NOTICE.

THE Undersigned has this day established himself at this Port as a *General Commission Agent*, under the style of COWIE & Co.

GEO J. W. COWIE.
高易行 *Kow-yih Hong.*
nearly opposite Dr. BELL's Residence,
in Fuchau Road
tf 26 Shanghai, 18th November, 1862.

NOTICE.

WE have this day admitted Mr. HUGH ROSE INNES a partner in our firm in China, and have established a branch at Shanghai, where Mr. INNES will conduct our business of *Public Tea Inspectors and General Commission Agents.*

JOHN FORSTER & Co.
tf 125 Foochow. 1st May, 1863.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY" LIMITED."
tf 218 Hongkong, 1st August, 1863.

NOTICE.

THE Undersigned has *this day* Established himself in business at Hankow under the Style and Firm of INNES & Co.

JAMES INNES.
tf 160 Hankow, 1st July, 1863.

NOTICE.

MR. EDWARD TOWNEND is this day admitted a Partner in my business which will in future be carried on under the Firm and Style of DAVIES, TOWNEND & Co.

R. B. DAVIES.
tf 110 Hankow, 1st. May, 1863.

NOTICE.

MR. CHARLES WILLIAM MATTHEW HUDSON is admitted a Partner in our Firm.

CRAVEN WILSON & Co.
tf Hankow, 1st July, 1862.

NOTICE.

WE have established a Branch of our Firm at this Port under the direction of our Mr. C. W. M. HUDSON.

CRAVEN WILSON & Co.,
of Hankow.
tf 104 Chinkiang, 20th April, 1863.

NOTICES OF FIRMS.

NOTICE.

I have this day established myself as *General Commission Agent and Public Silk Inspector* in this Port.

FRED. L. PATER.
tf 147 Chin-kiang, 1st June, 1863.

NOTICE.

I have this day established myself at this Port as *General Agent, and Commission Merchant.*

JOHNSTONE SMITH.
tf 114 Chinkiang, 1st May, 1863.

NOTICE.

MY Tea Inspection and Commission business at this port will from this date be carried on under the Firm of ARCHIBALD LITTLE & Co.

ARCHIBALD J. LITTLE.
19de 155 Kiukiang, 1st June, 1863.

NOTICE.

WE have this day established a branch of our Firm at the port of Chinkiang, and have authorized Mr. VINCENT PICKENPACK, to sign our firm there.

ARCHIBALD LITTLE & Co.
19de 156 Kiukiang, 1st June, 1863.

NOTICE.

THE Undersigned has established himself at the Port of Newchwang, as a *Medical Practitioner.*

JOHN MACLAREN,
Surgeon, &c.
12de 150 1st March, 1863.

NOTICE.

I have this day established myself at this Port as *General Merchant and Commission Agent.*

G. SCHOTTLER.
Yingtsze, (Newchwang,)
14no 124 15th April, 1863.

NOTICE.

MR. AUGUSTUS ALLEN HAYES, Junr., is authorized to sign our Firm in China.

OLYPHANT & Co.
tf 180 China, July 18th, 1863.

NOTICE.

THE interest and responsibility of Mr. D. OLYPHANT VAIL in our Firm ceased on the 30th of June 1863, and Mr. GEORGE W. TALBOT is this day admitted a partner.

OLYPHANT & Co.
tf 168 China, 1st July, 1863.

NOTICE.

THE interest and responsibility of the late Mr. WM. S. SLOAN in our Firm ceased on the 31st December, 1862.

Mr. FRANK B. FORBES and Mr. RICHARD S. DANA, are admitted Partners from this date.

RUSSELL & Co.
tf 9 China, 1st January, 1863.

NOTICE.

MR. JAMES CAMPBELL FRASER is authorized to sign our Firm per procuration.

ROSS BARBER & Co.
tf 196 Yokohama, 28th July, 1863.

NOTICE.

I HAVE this day established myself at this Port as *Merchant and General Commission Agent* under the style of COOPER & Co.

W. COOPER.
tf 193 Yokohama, 1st August, 1863.

NOTICE.

MR. JAMES L. GLOVER has this day been admitted a Partner in our Firm.

GLOVER & Co.
tf Nagasaki, 1st September, 1862.

JOHN POOK,
Commission Agent
46, LIME STREET,
LONDON.
tf E. C.

COMPTON AND READ,
Commission Merchants.
No. 7, FREDERICK'S PLACE,
OLD JEWRY.
LONDON.
E. C.

INSURANCES.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-64 185 Hankow, 9th July, 1863.

SCREW AND PADDLE STEAMERS, &c.
G. H. HARRINGTON & Co,
Marine Architects and Surveyors,
27, *Leadenhall Street, London, E. C.*

CONTRACTS entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in India.

6fy 198 30, Cornhill, London, June 1st, 1863.

"OCEAN" MARINE INSURANCE COMPANY OF ROTTERDAM.

THE Undersigned having been appointed Agents at this Port for the above Company, are prepared to grant Risks on the usual terms

TRAUTMANN & Co.
20ja-64 157 Shanghai, 19th June 1863.

INSURANCES.

THE COMMERCIAL UNION ASSURANCE COMPANY.
19, CORNHILL LONDON.
Marine Branch:
5 ROYAL EXCHANGE AVENUE.
CAPITAL, £2,500,000.

Directors.

HENRY W. PEEK, Esq. (Peek Brothers & Co.) *Chairman.*
HENRY TROWER, Esq. (Trower & Lawson) *Deputy-Chairman.*
JOHN BOUSTEAD, Esq. (Price & Boustead)
GEORGE T. BROOKING, Esq., (1A St. Helen's Place.)
JEREMIAH COLMAN, Esq (J. & J. Colman.)
CHARLES CURLING, Esq. (Charles Curling & Co.)
EDWIN FOX, Esq. (Halliday, Fox & Co.)
NEHEMIAH GRIFFITHS, Esq. (N. Griffiths, Tate, & Fisher.)
SAMUEL HANSON, Esq. (Samuel Hanson and Son.)
FREDERICK W. HARRIS, Esq. (Dixon and Harris.)
SMITH HARRISON, Esq. (Harrisons and Crossfield.)
DAVID HART, Esq. (Lemon Hart & Son.)
FRANCIS HICKS, Esq. (Thomas & Francis Hicks.)
JOHN HODGSON, Esq. (Grant, Hodgson & Co.)
JOHN G. HOMERE, Esq. (Gresham House.)
JOHN HUMPHREY, Jun., Esq. (of Hoy's Wharf)
M. JOSHUA, Esq. (Joshua Brothers & Co.)
F. LARKWORTHY, Esq. (Bank of New Zealand)
WILLIAM LEASK, Esq. (Eastcheap.)
ALEXANDER SIM, Esq. (Churchill & Co.)
J. ADAM SMITH, Esq. (Smith, Wood, & Co.)
JOHN R. THOMSON, Jun., Esq. (J. R. Thomson & Co.)
JOHN KEMP WELCH, Esq. (Orlando Jones & Co)
JAMES P. WOODHOUSE, Esq. (J. & C. Woodhouse.)

Manager of Fire Department.—(HENRY THOMSON.
Actuary.—W. P. PATTISON.
Underwriter.—JAMES CARR SAUNDERS.
Solicitors.—Messrs. THOMAS & HOLLAMS, Mincing Lane.
Secretary.—HENRY GHINN.

THE undersigned having been appointed Agents for the *Marine* Branch of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB, LIVINGSTON & Co.
tf 199 Hongkong, August 6th, 1863.

CENTRAL BANK OF WESTERN INDIA.
CAPITAL—ONE MILLION STERLING.
Reserve Fund—£ 100,000.

HEAD OFFICE BOMBAY.
BRANCHES IN LONDON, CALCUTTA, MADRAS, HONGKONG, SHANGHAI MELBOURNE AND YOKOHAMA.

LONDON BANKERS.
THE LONDON AND COUNTY BANK.
DRAFTS ISSUED ON THE
NATIONAL BANK OF SCOTLAND AND BRANCHES.
PROVINCIAL BANK OF IRELAND AND BRANCHES.

CURRENT Deposit Accounts on which no Commission is charged nor Interest allowed opened with Firms or Individuals.

Fixed Deposits received at Interest.

Local Bills discounted.

Advances made on approved Securities, and Exchange business transacted with all the prots where the Bank has Branches.

滙川 *Huey-Chuen.*
tf 200 *Shanghai, 14th August*, 1863.

NOTICE

THE Undersigned having been appointed Agents at this port, for the "North China Insurance Company," are prepared to accept risks by steamers and sailing vessels when towed by steamers.

CRAVEN WILSON & Co.
tf 160 Chinkiang, 17th June, 1863.

保險公所

啟者本行現在鎮江
作爲保險公所經理
之人可保火輪船并
火輪船拖帶小船等
隻免受驚灾如有驚
者照數償還如有人
欲保險者請至本行
面議可也此佈
天青洋行啟

BOMBAY ROYAL INSURANCE COMPANY.

THE under-signed having been appointed *Agents* at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 20th June, 1863.

THE LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this port for the above Company are prepared to grant Police by first-class vessels from Shanghai to any Port or Ports in the United Kingdom, also by steamers to Ports on the coast of China, India, Australia, and Europe Payable in London.

ROTHWELL, LOVE & Co.
tf 53 Shanghai, 26th August, 1862.

INSURANCES.

The Commercial Union.
ASSURANCE COMPANY,
19, CORNHILL, LONDON, E. C.

Completely Registered pursuant to Act 7 and 8 Vict. cap. 110.

CAPITAL, £ 2,500,000.

DIRECTORS.

HENRY WILLIAM PEEK, Esq (Peek Brothers & Co.) *Chairman.*
H. TROWER, Esq., (Trowers and Lawson), *Deputy-Chairman*
JEREMIAH COLMAN, Esq., (J. and J. Colman.)
CHARLES CURLING, Esq., (C. Curling & Co.)
EDWIN FOX, (Halliday, Fox and Co)
NEHEMIAH GRIFFITHS, Esq., (N. Griffiths, Tate and Fisher.)
SAMUEL HANSON, Esq. (Samuel Hanson and Son.)
FREDERICK WILLIAM HARRIS, Esq. (Dixon and Harris.)
SMITH HARRISSON, Esq (Harrisons and Crosfield)
DAVID HART, Esq., (Lemon Hart and Son.)
FRANCIS HICKS, Esq. (Thomas and Francis Hicks.
JOHN HODGSON, Esq. (Grant, Hodgson & Co.
JOHN HUMPHERY, Jun., (Humphery and Son.
MOSS JOSHUA, Esq. (Joshua Brothers and Co.
WILLIAM LEASK, Esq., Eastcheap.
ANDREW LUSK, Esq (A. Lusk and Co.)
ALEXANDER SIM, Esq (Churchill & Sim.)
JOHN ROBERT THOMSON, Jun., Esq. (J. R. Thomson and Co.
JOHN KEMP WELCH, Esq (Orlando Jones and Co

Manager of Fire Department—Henry Thomson.
Actuary—W. P. Pattison.
SOLICITORS.
Messrs. THOMAS and HOLLAMS, Mincing Lane.
Bankers.—THE LONDON AND COUNTY BANK.
Secretary.—Henry Ghinn.
Agents in Shanghai—Blain, Tate & Co.

THE Undersigned having been appointed Agents for "*The Commercial Union Assurance Company*" are prepared to grant Insurance against Fire on the usual terms, to the extent of £5,000 on any one Building or on its contents.

In the case of two or more Buildings adjoining, but in which the walls are substantially built and carried through the *roof*, a sum of £4,000 can be granted on each.

Insurances can be effected on *Shipping* and also on *Goods* on board the same

For further particulars apply to

BLAIN, TATE & Co.
27ju-64 121 Shanghai, 15th May, 1863.

Queen Insurance Company
OF LIVERPOOL AND LONDON.
THE COMMERCIAL UNION ASSURANCE COMPANY OF LONDON

BY an arrangement entered into between the Directors of the above Companies the undersigned are empowered to accept risks against *Fire*, to the extent of £10,000 on any one Building or on its contents. The amount of such Insurances will be divided equally between the *two Offices and separate Policies* will be issued to the Assurers.

It is believed that this arrangement (which offers to Assurers the security of the *two wealthy proprietaries*, without entailing on them any extra trouble or expense) will be found peculiarly advantageous.

BLAIN, TATE & Co.,
Agents "Queen Insurance Company"
Agents "The Commercial Union Assurance Company."
27ju-64 122 Shanghai, 15th May, 1863.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE undersigned are authorized to accept risks on approved Chinese buildings to the extent of £5,000 on one block; also to grant Policies on Buildings, or on Goods stored therein, at *Tientsin* and *Kiukiang* to the extent of £10,000.

For further particulars, apply to

DOW & Co.
26de 77 Shanghai, 21st March, 1863.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq, *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £6,000, in any locality within the Settlement.

Premiums are payable in 30 days sight Bills (favor of PERCY M. DORE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 130 Shanghai, May 23rd, 1863.

COLONIAL SEA AND FIRE INSURANCE COMPANY
Ur. BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai, 14th May, 1863.

NEW ADVERTISEMENTS.

THE
NEW LIST OF
FOREIGN HONGS & RESIDENTS
AT SHANGHAI,
Is now ready for delivery.
Price..............Tl. 1.5.0 each.
North-China Herald Office, 12*th Sept.*, 1863.

NOTICE.

WE have this day established ourselves in this port; Mr. MAURICE LEJIEUNE will sign our Firm *per procuration*.

HECHT LILIENTHAL & Co.
12de 219 Yokohama, 1st July, 1863.

TRANSFER OF THE SHIP "BALLARAT" TO THE CHINESE GOVERNMENT.

UPON the ship *Ballarat* being handed over to the Imperial Chinese Authorities, as one of the vessels composing the European-Chinese Naval Force, the Undersigned, on behalf of the Chinese Imperial Government, hereby publicly notify to all whom it may concern, that they do not undertake the responsibility of any Claims or Liabilities that may be outstanding on account of the said ship or her former owners.

(Sigd.) STEPHEN J. W. MORIARTY, R.N.,
Commander European-Chinese Naval Force, in Command of "Ballarat."
„ H. H. PRIEST SHANKS, R.N.,
Asst. Store-keeper, European-Chinese Naval Force.
19se 220 Shanghai, 12th Sept., 1863.

NOTICE.

THE Undersigned has the honor to inform the inhabitants of Shanghai that the Store of the late F. L. JUVET is again open to the public, who will find there a large assortment of American, English and Swiss Clocks and Watches, besides other well-selected articles of Jewellery, &c.

E. GROSCLAUDE,
Executor.
12oc 221 Shanghai, 12th September, 1863.

Now ready, 8*vo. cloth, price* 3 *dolrs.*

TABLES for ESTIMATING the COST of REMITTANCES to SHANGHAI and HONGKONG in Bar Silver, Mexican Dollars, Drafts on India and Carolus Dollars.

By *F. M. PAGE*,
London.—E. COLYER, Gracechurch-street.
Shanghai.—J. H. GWYTHER.
12oc 222 Shanghai, Sept. 12th, 1863.

FOR SALE.

SHERRY Yasi's in 2×3 doz. cases,	Ts8.p.doz	
Port, „ „ „ „ „	8.	„
Champagne, in 1 „ „ „	12.	„
Claret, (Barton & Guestier's) St. Julien, in 1-doz. cases, Tls.	8.	„
Medoc, 1 „ „ „	5.	„
Cognac Brandy, 1 „ „ „	10.	„
do. 1 „ „ „	6.	„
India Pale Ale 4 „ casks „	2.	„

CHAPMAN, KING & Co.
ft 223 Shanghai, 12th Sept., 1863.

MISCELLANEOUS INTELLIGENCE.

NOTICE.—DIVINE SERVICE will be held in Union Chapel, London Mission, every Sunday morning at 9½ o'clock and in the evening at 6 o'clock, and on Thursday at 6 o'clock P.M.

NOTICE.—DIVINE SERVICE is held in the Roman Catholic Chapel, near the French Consulate, every Sunday, at 8 and 10 o'clock in the morning and 6 o'clock in the evening.

NOTICE.—DIVINE SERVICE is held every Sunday Evening at 8 o'clock, in the American Episcopal Chapel, Hong-que.

LATEST DATES.

England,.........July	16	Hankow, ...Sept.	5
Hongkong,........Sept.	7	Nagasaki, ...Sept.	6
Tientsin,.........Sept.	4	Kanagawa, ...Sept.	3

Latest dates in England, from China,—
Hongkong.. May 13 } Received *vià* Marseilles
Shanghai .. May 5 } June 26.

COMPARISON OF OBSERVATIONS
taken by
A SELF-REGISTERING THERMOMETER
FOR THE WEEK.

Sept.	*Ending 11th Sept.*, 1863.		*Ending 11th Sept.*, 1861	
5.—	*Max* 73	*Min.* 68	*Max.* 90	*Min.* 73
6.—	„ 73	„ 69	„ 85	„ 75
7.—	„ 77	„ 69	„ 88	„ 75
8.—	„ 78	„ 72	„ 85	„ 77
9.—	„ 73	„ 70	„ 85	„ 77
10.—	„ 74	„ 69	„ 85	„ 77
11.—	„ 72	„ 67	„ 84	„ 76

OPIUM.

Sept.	*Malwa* New Tls.	Old Tls.	*Patna* New Tls.	Old Tls.
5.	570		510	
7.	560 a 565		505	
8.	565		505 a 510	
9.	560 a 565		505 a 510	
10.	565		505	
11.	565		505	

LATEST QUOTATIONS.

Friday Evening, September 11*th.*

EXCHANGE.—

On London.—Bank Rate, 6 m/s., 6s. 3d. per Tl.
Credits, 6 m/.s, 6s. 3¾d. per Tl.
Bills with Doct. 6 m/s. 6s. 3¾d.
On Calcutta. { Bank Bills, acceptd. 3 d/s. [Rs. 304 per 100 Tls.
On Bombay. { Bank Bills, acceptd. 3 d/s. [Rs. 305 per 100 Tls.
On Hongkong. { Bank, 3 d/s. 23½ per cent [discount.
Do. { do. 15 d/s. 24 do.

LATEST SHIPPING INTELLIGENCE.

ARRIVALS.—Sept. 11, *Pacific*, (Am. bq.), from Hakodadi; 11, *Argonaut*, (Ham. bq.), from Ningpo; 11, *Fei-ma*, (Brit. str.), from Ningpo; 11, *Maria*; 11, *Deroulede*, H.I.M.S.

DEPARTURES.—Sept. 11, *Hupeng*, (Am. str.), for Hankow & Ports; 11, *Fruiterer*, (Am. bq.), for Fuchau; 11, *Staunch*, H. M. G. B.; 11, *Wilhelmina*, (Neth. bq.), for Newchwang; 11, *Governor General*, (Br. str.), for Hankow and Ports; *Waratah*, (Br. str.), for Ningpo.

PASSENGERS.

ARRIVED.—Per str. *Lotus*, from Kanagawa, Messrs. Moncreiff, Benson, Cull, Gwyther, Adams, W. Dinmore, C. Dinmore, Schenck, and Rocher.

CUSTOMS' NOTIFICATION.

OFFICE OF MARITIME CUSTOMS,
Shanghai, Saturday, 12*th September*, 1863.

THE Undersigned, having been appointed to take charge of the Customs at Shanghai, and to superintend the Customs Establishments at the Ports of Hankow, Kiukiang, Chinkiang, and Ningpo, has this day entered upon the discharge of his duties.

ROBERT HART,
Commissioner of Customs.
o 224 Shanghai, 12th September, 1863.

CUSTOMS' NOTIFICATION.

Office of Maritime Customs,
Shanghai, Friday, 28*th August*, 1863.

THE undersigned is directed to notify to the Mercantile community, that henceforward, shippers of Duty-paid foreign imports, from Shanghai to any other Chinese port, except in River pass steamers to those in the Yangtsze, will have the *option* of taking out either Drawbacks or Exemption Certificates.

A. MACPHERSON,
Acting Commissioner of Customs.
26se 216

NOTIFICATION.

SPANISH CONSULATE,
Shanghai, 8*th September*, 1863.

IN order to avoid arrests of Spanish subjects by the Chinese or other Governments, I hereby give notice that none but those furnished with a passport from this Consulate shall proceed to any port on the Yang-tsze River.

JOHN MOORE,
Acting Consul for Spain.

NOTIFICATION.

CONSULADO DE ESPANA,
Shanghai, 8 *de Setiembre* 1863.

A fin de evitar el arreste de subditos Espanoles por los Gobiernos Chinos y demas naciones, advierto que los que quieren viajar en el Rio Yang-tsze tiene que tener pasaportes de este Consulado de S. M. C.

JUAN MOORE,
19se 225 *Consul Interino de Espana.*

SEAMEN'S CHURCH.

PENDING Repairs to the BETHEL, the hulk "*Rosa*" lying off the New Dock, will be used for Divine Service; which all Officers and Seamen of vessels in port, are invited to attend. On each Sunday, at 11¼ o'clock, service and a sermon will be read by a Layman.

tf *Shanghai*, 19*th August*, 1863.

THE London Mail of 26th July, due in Hongkong on the 10th September, and here on the 15th. It was received last year on the 12th September, per *Ly-ee-moon*.

THE P. & O. Co.'s steamer with the Mail for Europe, &c., is appointed to leave on Monday, the 21st inst.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, 12 SEPTEMBER 1863

THE letter signed A MERCHANT, which will be found in another column, and the article from the *Economist* to which he alludes, deal with subjects of much importance at the present juncture. So many foreigners are engaged on one side or the other in the struggle which is now going on in China, that a clear understanding should be come to, as to whether or not, in any instance, the Chinese are to be allowed to deal with a foreigner according to Chinese law. In saying that "If the Chinese Government should find or should believe Mr. Lay to be guilty of peculation, and Captain Osborne to be corrupt or treacherous, and should direct their decapitation, we ought not to interfere with the course of justice," the *Economist* gives utterance to a sentiment which we should be sorry to believe could be acquiesced in by any of its readers. However high an authority it may be on questions of finance, its opinions on international law are evidently not equally well digested. By accepting service under the Emperor of China, neither Mr. Lay nor Capt. Osborn forfeit their nationality, especially as they do so with the full knowledge and consent of their own government; and were it possible that either should commit the crimes mentioned, they should only suffer the penalty which their own laws authorize. Apart from the iniquity of surrendering an Englishman to the tender mercies of a Government whose treatment of Bowlby, Parkes and Brabazon is still fresh in the memory of their countrymen, the impolicy of admitting the principle involved in such a cession of power to the Chinese would be extreme. We presume that, following out the same view, the *Economist* would argue that, if Major Gordon chanced to contravene Chinese military regulations, no obstacle should be opposed to the infliction on him of whatever punishment the local authorities may deem fit. The same principle applies to foreigners in the service of the rebels as to those fighting under the Imperialist standard. A firm representation should be made to the Futai by the Consuls of the several Treaty Powers collectively—to the effect that they are determined not to relax in the slightest degree the exterritorial provisions of their several treaties; and no delay should be permitted in the surrender to their national representatives of any prisoners taken by the Imperial troops in fighting with the rebels. Representatives of non-treaty powers have unfortunately no ground on which to demand surrender of their countrymen, save humanity; and an appeal on that ground would carry little weight with a governor who decapitates his own countrymen by dozens. A subject of a non-treaty power, therefore, who has not taken the precaution to inscribe himself on the books of one of the more favoured nations, stands, we fear, a poor chance.

We should be glad to learn that some collective remonstrance had been addressed to the Futai, in reply to the communication to which we have before called attention, of his decision to take the punishment of foreigners into his own hands, if their Consuls do not punish them (as he considers) adequately. Unless report speak falsely of intended operations against Soochow, his courage thus to act in defiance of engagements, is not unlikely soon to be put to the test. If Soochow be taken, it is probable that many of Burgevine's followers may be taken also, and we trust Major Gordon will take measures to have them immediately made over to their respective Consuls without allowing them to pass through the Futai's hands. The attack on Soochow, we believe, is only delayed until a naval brigade from Sherard Osborne's fleet is ready to join in it. If it be true that he declines to move until all the debts due on account of purchase, wages and incidental expenses of his fleet have been paid off, he is entitled to credit for a determination to secure himself and those who have followed him from any such results as Burgevine and other officers of the Soonkiong force have experienced. We have mentioned on a former occasion that Tls. 27,000 are due to Burgevine, which the Futai frankly declines to pay. There is little doubt that a great deal of the obloquy which has been thrown on Ward's memory for having failed to make over to his officers their due share of prizemoney gained at and awarded for the several fights in which they were engaged, should justly fall on Takee, with whom he lodged it; but who now carefully forgets the fact. With such examples before him, Captain Osborn would ill fulfil the responsibility he has undertaken, if he failed to see that all debts connected with his squadron were paid before undertaking an expedition in which he himself might fall, or part of that squadron be seriously injured. We trust that during his visit to Pekin, he may, supported by Mr. Lay's and Sir Frederick Bruce's influence, be able to secure his object. That the formation of a powerful naval brigade and the capture of Soochow with its aid will speedily follow, we do not doubt. Before this can take place, however, there will be ample time for a clear understanding to be arrived at with the Futai as to the treatment of foreigners taken while fighting in the rebel ranks, and we doubt not that every effort will be made to attain this end.

Summary of the Week.

THE last week has continued cool, with occasional showers, the thermometer averaging a maximum of 74 and a minimum of 70.

The Military Commander in Chief left Shanghai for Quin-san on Tuesday last in order to discover whether Major Gordon's force is sufficient for the defence of the thirty mile circle. He returned on Thursday, and has we believe, determined on sending two Companies of Beloochees to Taitsang. Captain Sherard Osborne left Shanghai on the same day. The destination of the latter Officer is Peking, whither he has gone to make definite arrangements as to the status of his fleet, and the pecuniary matters connected with it.

The Municipal Council minutes published during the past week contained the annexed Scale of Wharfage dues, subject to future revision:—

Proposed Tariff of Wharfage Dues.

Tea	1	cand.	per	picul.
Silk........................	5	„	„	Bale.
Cotton Goods or Linens,......	2	„	„	pkge.
Woollens or Woollen Mixtures,	4	„	„	„
Oil,........................	½	„	„	picul.
Metals,.....................	½	„	„	„
Grain, Sugar, Japanese Seaweed, and Various kinds of Wood..................	3	„	„	50 „
Planks,.....................	½	„	„	50 plnks
Timber,.....................	4	„	„	piece
Paper,......................	3	„	„	50 pkgs
Coals,......................	3	„	„	ton
Ship Chandlery and stores,...	2	„	„	pkge.
All China and Japan unenumerated produce,......	1	„	„	„

We have to report another signal victory gained over the Rebels by Doctor Macartney and his disciplined troops. The scene of act was Seedong a large Custom's station about thirty five miles from Sungkong, and close to Ka-shing. On the 1st instant, an attack was made upon the place on the West side, while the North and South sides were menaced by Imperialist gun-boats. The Rebels were forced to retire along the road to Kashing, and were severely harassed during their retreat by a large Imperialist flotilla heavily armed which commanded the road. Three hundred and fifteen prisoners, including four Europeans, were taken, and the Europeans sent down to Shanghai by Doctor Macartney's orders. Doctor Macartney has unfortunately no means of disposing of his prisoners other than that of handing them over to the Futai. We consider, therefore, that vigorous remonstrances should be addressed by the Consuls to that functionary, whenever there is any delay in handing over prisoners to their respective representatives.

From HANKOW and Ports we have had no advices of importance.

From TIENTSIN also we have a total dearth of news, if we except the following Programme of the Race meeting to be held on the 15th, 16th and 17th, proximo.

TIENTSIN RACES.

FIRST DAY.

THURSDAY, *October* 15*th*,

1*st Race.—Hunt Cup.*—One mile and a half across country. For all horses; Arabs 10.10; Stud bred 11; Colonial 11.10.

2*nd Race.—Tze-chuh-lin Stakes.*—Half a mile. For all Chinese and Tartar ponies. Weight for inches.

3*rd Race.—Tientsin Cup.*—One mile and half. For all horses—Arabs 9.9; Stud bred 10.2; Colonial 11.2; English 12.9.

4*th Race.—Maiden Plate.*—One mile. For all Chinese and Tartar ponies that have never run before in Tientsin. Weight for inches.

5*th Race.—Hack Stakes.*—One mile. For all horses not otherwise entered for flat races at this meeting, except the Roadsters' plate. Catch weight.

6*th Race.—Compradores' Cup.*—One mile. For all horses—weight as for Tientsin Cup; winner of Tientsin Cup 7lb. extra.

7*th Race.—Taku Stakes*—One mile and a half. For all Chinese and Tartar ponies. Weight for inches. Winner of Maiden Plate 5lb. extra.

SECOND DAY.

FRIDAY, *October* 16*th.*

1*st Race.—Tartar Curry Stakes.*—One mile, across country. For all Chinese and Tartar ponies. Weight for inches. Second pony saves his stake.

2*nd Race.—Visitors' Plate.*—Two miles. For all horses. Weight as per Tientsin Cup. Winner of Tientsin or Compradores' Cup 7lb., or of both, 10lb. extra.

3*rd Race.—Challenge Cup.*—Two miles. For all Chinese and Tartar ponies. Weight for inches.

4*th Race.—Roadsters' Plate.*—Two miles. For all horses, not otherwise entered for flat races at this meeting, except Hack Stakes.

5*th Race.—Colonial Sweepstakes.*—One mile and a quarter. For all Cape and Australian horses. Weight as per Tientsin Cup; former winners 7lb. extra; penalties not accumulative.

6*th Race.—Mongol Stakes.*—Three quarters of a mile. For all Chinese and Tarter ponies. Weight for inches. Winner of Tze-chuh-lin Stakes or Maiden Plate, 5 lbs. extra.

7*th Race.—Flyaway Stakes.*—Three quarters of a mile. For all horses. Colonials 11 st. 2; former winners 7 lb. extra; penalties not accumulative; other horses catch weight.

THIRD DAY.

SATURDAY, *October* 17*th.*

1*st Race.—Archimedian Cup.*—One mile across country. For all horses imported into Tientsin by the Army; former winners of a steeple chase or Hunt cup excluded. Weight as per Hunt cup.

2*nd Race.—Hurdle Race.*—Three quarters mile, 6 hurdles. For all Chinese and Tartar Ponies. Weight for inches.

3*rd Race.—Pony Consolation.*—One mile. For all ponies that have not won at this meeting. Weight for inches.

4*th Race.—Hurdle Race.*—Once round the course; eight hurdles 3f. 6 in. For all horses. Weights as per Tientsin Cup.

The JAPAN news is totally unimportant. The fleet is still at Yokohama, and no hints have been dropped as to its future movements. Trade, as a matter of course, continues dull at Yokohama and Kanagawa.

CONSULAR COURT.

8*th August*, 1863.

Before J. MARKHAM, ESQ., *H. B. M's. Acting Consul.*

Captain VINCENT, } *Assessors.*
C. THORNE, }

THE CAPTAIN AND OWNERS OF THE *Northern Light.*
versus
CAPTAIN AND OWNERS OF THE *Melbourne.*

THIS action was brought to recover Tls. 4300 25 for damage sustained, and incidental expences incurred by the *Northern Light* through a collision with the *Melbourne* on the 2nd July last.

The defendants pleaded non-liability.

WM. HUTCHINSON, late Master of the *Northern Light*, said:—I was master of the *Northern Light* at the time of the collision, which occurred about midnight on the 1st July, or a little after 12 P. M. I was awoke by hearing timber falling from aloft. I got on deck as quickly as possible and found the *Melbourne* across our bows, and the *Belmont* alongside. The *Melbourne*, by coming athwart-hawse the *Northern Light*, caused her flood chain to part. The *Belmont* slipped clear of both ships; but the *Melbourne* and *Northern Light* drifted together up the river till they were brought up by the *Naomi* and *Oasis*. The *Melbourne* was all the time athwart our bows, and remained so till the flood tide made. There was no one on board but myself and the ship's keeper; so I appealed to the *Ounangondy* for assistance, and got the Chief Officer and eight hands from her. I afterwards got eight more men from the *Grenadier* and three from the *Finzel*, besides sixteen coolies from shore, to assist in clearing the ship and getting her secured. I requested the Captain of the *Melbourne* to get assistance to clear the ships, but got for answer—"when my employers send me men I will set them to work." He did nothing then, nor until later in the day, and in the mean time the tide had turned. It is my opinion that, if the Captain of the *Melbourne* had procured assistance in time, a great deal of damage might have been avoided. I called to him at slack tide,—the only chance of clearing the ships—but was told he was fast asleep. I requested him to employ the *Martin White* which was passing, but he would not agree until she was beyond hearing, when he hailed, but, of course, received no answer. The damage we received was—starboard mizen rigging, mizen top-mast backstays and boat's davits carried away: quarter boat damaged, poop-rail broken as well as iron hand-rail, eight stanchions started, and other items. We finally separated at the next flood and drifted clear of the *Naomi* and *Oasis*. The *Melbourne's* cathead was through our side, but there was no one on board her to pay out chain. I sent eight men on board her to do so, but the tide had then made too strong. The two ships drove down again with the ebb till we reached the *Hanover*, and I got a warp to her which assisted the anchors in holding my ship. We remained here until slack tide. At turn of tide we carried away the *Hanover's* jib-boom and finally lashed alongside her until I got steam. We went thence and made fast to the *Rhine*, but broke adrift again at next flood, parting the warps. We had to employ a steamer to take us clear of the *Melbourne*.

The Court here ruled that all damages sustained by the *Northern Light* after getting clear of the *Melbourne* and being placed in secure position, must be made good by herself; the other vessel could not be held liable.

To PLAINTIFF'S SOLICITOR:—The *Northern Light* had been here since March. She had part of her inward cargo of coals on board, having never fully discharged. She was used as a store-ship, I considered her as laid up and dismantled. I was moored with two bower anchors, one each way, on a large mooring swivel. We had 30 fathoms of chain out each way. The flood chain, by which we were riding, parted and the anchor stock of the ebb chain broke.

To COURT.—I could not swear it was broken by the collison. Twenty eight hours elapsed between the collision and sighting the anchor. We had been moored about three months by that anchor. I can swear that the anchor was right when dropped, but cannot swear that it was broken by the collision; I believe it was, and the fracture seemed new. I hand in my account for incidental expenses.

To DEFENDANT'S ATTORNEY:—I was Master of the *Northern Light*—was appointed on the 9th March last. I do not know whether the ship was condemned, I joined under orders to take her to Moulmein. She is not seaworthy at present. There were about 15 fathoms of chain for each anchor on deck. I do not think it is the practice to have chain on deck when moored by a swivel. The chain was not handy in the lockers of my ship; it is the practice to have it on deck ready to veer away. I went to bed about 10 P.M.; when I awoke, the collision had taken place. I left the ship's keeper—a European—in charge; it was his duty to keep a look-out. I cannot say whether he called me. It was flood tide and there was very little wind. The tide was unusually strong. I had no light up. Had all the chain on board my ship been veered out, it would not have avoided the collision. It is not a fact that the *Northern Light* was rotten at the part where the *Melbourne's* cathead had perforated her. There is no rule as to showing a light in harbour. I never saw any notice to that effect. It is the custom for steamers to show a light—not sailing vessels.

To COURT:—The *Melbourne* was below the Harbour Master's hulk, and we were above. I cannot say how the anchor stock could have been broken unless by the shock. The ship was *then* considered as a hulk; but I have not heard of her being condemned. When a ship is properly moored, two people are sufficient in charge. It might be better to have a few coolies on board to light to chain. The *Melbourne* had no more hands than we. I can only account for the collision by supposing the *Melbourne* to have been improperly moored. The warps by which we made fast to the *Rhine* were half-worn. There were two, besides small lines.

CAPTAIN PATRIDGE:—I hand in report of a Survey of the *Northern Light*, signed by myself. I told Morris, of Morris, Behncke, that he had better go round the ship, and if he believed my report to be true, sign it. Captain Hutchinson did not belong to the ship when I went on board. I considered her sufficiently moored; she was duly laid up as a hulk.

TO DEFENDANT'S ATTORNEY—I surveyed the *Northern Light* before the collision, and again afterwards. The damages were not there on the former occasion. I surveyed her previously for a cotton cargo, but would not pass her as good risk. She was unfit for that purpose. As a rule the cost for repairing damage to a hulk is one-third less than to a running vessel. I have no idea what would be a fair award for these damages. I should think the carpenter's bill would be Tls. 1500. I should have been prepared to give Tls. 4000 for the *Northern Light* before the collision.

THE COURT.—I think that all damages should be made good, and the ship restored to her former condition.

HENRY BEHNCKE:—My partner, Mr. Morris, signed the estimate produced. I know nothing about it.

Captain F. Gardner, Assistant Harbour Master, said:—I saw the ships the day after the collision. The *Melbourne* was adrift the day before the collision. I went on board and requested the Captain to drop down and re-moor. I did so because I considered her endangering other ships. I do not know what chain she had out. The *Northern Light* was moored with 30 fathom each way, which is what we always recommend.

TO DEFENDANT'S ATTORNEY:—Ships should always have some chain on deck in this port, in case of accident. I was on board the *Northern Light* about three months before the collision, but did not notice whether she had chain on deck or not. The *Georgiana* had broken adrift the day before, in consequence of the *Melbourne* having fouled her. A schooner got foul of one of the hulks; but I am not certain that it was the *Melbourne*. The breaking adrift of these vessels was caused by the spring tide. The *Northern Light* should have veered away 50 or 60 fathom if she could, and if there were nothing astern of her. It would require half a dozen men to light to a ship's chain. I consider there should be six hands on board of any ship.

TO COURT.—I never go on board hulks except in case of collision, so do not know what number of hands they have. I ordered the Pilot where to berth the *Northern Light*. I found both the *Melbourne* and *Northern Light* considerably damaged after the collision. Three or four ships were lying together. The *Northern Light* would have had a better chance of holding on had she veered out more chain.

This closed the case for the plaintiff; the first witness called for the defence was

WILLIAM GOMER, a Pilot:—I was on board the *Melbourne* on the night of the 1st July. I was the first who saw the vessel adrift, and I at once roused Captain Miller, and another person who was staying on board. I put the helm hard a starboard, and Captain Miller and the other person went forward to light to the chain. I repeatedly hailed a vessel towards which we were drifting, to put his helm a-port. Had he done so, my opinion is that the collision would never have occurred. We should have drifted down the fairway channel. I was hailing at least seven minutes before the collision occurred. The starboard quarter of the *Melbourne* struck the bow of the *Northern Light*. I jumped on board the latter immediately we fouled, and found no one there. I afterwards saw one person come out of the forecastle and one out of the cabin. There was no one else on board, and no chain to light to. One person went to her below, and we began to drift together. If there had been any watch kept, and any chain on deck to light to, the collision would not have occurred. I do not consider the *Northern Light* properly moored, as she had no chain on deck. I did not see her broken anchor stock; nor any spare anchors.

TO PLAINTIFF'S ATTORNEY.—I was not on duty on board the *Melbourne*. I lodged there formerly. I went on board at 8. p.m. I was sick at the time. I called to the Captain and some others when the collision seemed likely. I do not know whether any other look-out was kept besides a Chinaman. I cannot say to a moment how soon I hailed the vessel we were approaching. I saw the *Melbourne* break adrift; no one gave me warning of it. The Captain told me he had 30 fathoms out. My opinion is that if the *Northern Light* could have paid out even 10 fathoms of chain, the ships would have cleared each other.

TO COURT.—If the ship were riding at single anchor and the helm put a-port, she would shear ten fathoms—with a light bridle 4 fathoms. Two fathoms would have been sufficient to clear the *Melbourne*. The head of the *Melbourne* was to the Shánghai side. I hailed the *Northern Light* as soon as I saw we were adrift. I cannot say how long she dragged before I discovered it. There were always three China boys on board.

JAMES MILLER, who was at the time in charge of the *Melbourne*, said:—At midnight on the 1st July, I, Mr Gomer, a Swede and two China boys were all that were on board. I turned in about 10 p.m. Mr. Gomer kept a look-out for me. I slept on deck. I jumped up when he called me and ran forward to light to chain. We paid out about 45 fathoms. Mr. Gomer hailed the *Northern Light*, but there was no one to answer him. He told them to port her helm, but no one answered. Had the helm been ported, we might have scraped his side, but not materially damaged him. Mr. Gomer was the first to go on board the *Northern Light*. She was moored with a swivel. Could she have veered away chain, the collision would not have happened, nor would it, if there had been any one to port the helm. I succeeded in veering away my own chain. We drove from our moorings the day before, the *Sophie* having broken adrift and come athwart.

TO PLAINTIFF'S ATTORNEY:—We paid out 45 fathoms to both chains. I am an old sailor. No regular look-out was kept. Mr. Gomer was keeping a look-out at the time. I think that, after we fouled the *Belmont*, we were not clear of her again till we struck the *Northern Light*. I had 45 fathoms of each chain on deck.

GODFREY LAURENCE:—I am master of the *Ta-yung* tug. I attended on the *Northern Light* in July last. I recollect seeing the anchor got up. The stock was down on the flukes. It had seen better times. I towed the *Northern Light* to Dow's wharf, and both Captain and Pilot agreed that she was secured. I observed nothing wrong with the towing Bits; but they must have been rotten.

TO PLAINTIFF'S ATTORNEY:—She went to that wharf because she had no anchor. It was the only place she could go to.

The Court delivered judgment to the following effect:—That the *Melbourne* was liable for all damages and incidental expenses which occurred to the *Northern Light* up to the time of her having been left in a safe position by the *Ta-yung*; and that the Defendants should, therefore, pay the costs of repairs of the damages sustained by her and the incidental expenses incurred as specified.

ENLISTMENT OF BRITISH SUBJECTS IN THE SERVICE OF FOREIGN POWERS.

To the Editor of the
NORTH CHINA HERALD.

SIR,—An article in the *Economist* of 20th June last, which I am sorry to see has not been copied into any local paper, calls for a few remarks as bearing very closely on our present relations with the Taotai. In it, the principle is distinctly laid down that, in the event of Mr. Lay or Captain Osborn being found guilty of peculation or corruption, and the Chinese Government deeming both or one worthy of decapitation, the English Government *ought not* to interfere on their behalf. How does this principle tally with the recent remonstrance issued by the Treaty Consuls? Do we recognize these two gentlemen and their subordinates as British subjects and as such entitled to British protection, or are we to leave them to the tender mercies of the local authorities? This is a grave question, not only for them, but as demanding a precedent for future adventurers. There is no shirking the question, for if it nearly affects Messrs. Lay and Osborn, it does the same to their employés. The lowest tide-waiter in the Customs, or the simplest A. B. on board the *Thule* or *China* must be just as liable to Chinese tyranny as Mr. Lay or Captain Osborn. Will they acknowledge this authority? The article in question is calculated to mislead the English public as to the position of Messrs. Lay and Osborn, perhaps even more so than the former English published statements of their intentions. Neither of them came out here to reform China, but simply to make money as merchants do. That, at least, they can hardly deny. Mr. Lay's position is *per se* an honorable one, but how are we to estimate its benefit to the China mercantile community. It is notorious that since the arrival of his latest protegés, the Custom House work has been singularly bungled, and that the new brooms have swept far from cleanly. Further, it is evident that he himself has exhibited an utter inability to cope with local extortion, and, that his appeals to Pekin (if made) have signally failed. True, there has been some concession in the regulations for half duties and exemption certificates, but the changes are not retrospective, and Merchants have to wince under extortions from which they have no redress. Any one who has watched the progress of affairs in the Foreign Inspectorate of Customs, will admit the injudiciousness of having a Chinese scholar at its head. When this is the case, the bias is invariably in favor of the Chinese, and Foreign Mercantile errors are immediately contorted into gross breaches of Customs Regulations. It was only the other day (as narrated in your columns by "An Old Salt") that a rice ship from Calcutta was fined for discharging her whole cargo without full permits on board. No breach of Customs' regulations was intended, and the cargo being non-dutiable (in fact a benefit to China) it might have been imagined that so simple an error on the part of a stranger would be passed over. But no, the dignity of Chinese Customs' law was insulted, and a fine was the result. Furthermore, I beg to say that the recent prohibition against rice being sent up country must be known to Mr. Lay as a breach of the Trade Regulations, which provide that "Foreign Imports" (which Siam and Bengal rice certainly are) may be shipped to a market in the interior on payment of half tariff duty, and although rice is a free import, this does not interfere with our treaty previleges. I insist that Mr. Lay's duty is not confined to one side of the question. He is bound to see that no extortion on the part of Chinese officials is permitted—and that our treaty stipulations are *fairly* carried out on both sides. Whether he has done or is doing this, the Shanghai mercantile community alone can say. I know nothing of Mr. Lay's movements, but if he purposes in the language of the "Economist," to "develope the resources of China," he must do something better than bide at Pekin and allow the Shanghai and Hankow Taoutais to ride rough shod over treaty regulations. The action of these officials is rapidly bringing the foreign inspectorate into disrepute, and is more likely to induce smuggling than an honest following out of trade regulations. I have entered thus fully into particulars, in order to shew how much the English public is misled as to Mr. Lay's position, and how utterly weak his supposed power is out here. Captain Osborn's position is more easily defined. He came out here as the head of a pirate and rebel-suppressing fleet. But can he (again to quote the "Economist") introduce "honesty, purity, and skill where now there is nothing but incapacity and peculation: can he render *taxation easy* and commerce fair"? I trow not. He and his men come out for high pay and loot—nothing else. How these are to be obtained remains to be seen. Pirates are somewhat difficult to distinguish in China, and rebels have proved themselves rather ticklish customers. Capt. Osborn may recollect a case some years ago in the South, when H.M.S. *Cruiser* and gun-boats attacked a supposed piratical village in Namoa Straits, firing on the place until the elders "humbly brought pieces of silver." Who was right, let the *Friend of China* say. Are we to have repetitions of this kind of thing with the Chinese Navy? It seems to me that these semi-Chinese must have a better defined position: that Mr. Lay should stand out more broadly as a medium between foreign honesty (we are not all the rascals he would have the English public believe) and Chinese arrogance, and that the powers of Captain Osborn and his officers should be distinctly laid down. Is he to have control over ships in port because they are in Chinese water, or power to order the hauling down of an innocent pennant on board a mercantile ship? Report has it that something of this kind occurred the other day. If the authority of foreign inspector and Chinese Admiral is not distinctly understood, the day is not far distant when we shall find a British gunboat interfering for the protection of British property against the rapacious demand of a Chinese cruiser commanded and manned by men still owning allegiance to Her Majesty. That this calamity may be avoided, is the earnest wish of

Sir,
Your obedient servant,
A MERCHANT.
Shanghai, 11th Sept., 1863.

THE presentation to Parliament of certain Orders in Council issued last year, authorising British subjects, and even naval and military officers, to enlist in the services of the Emperor of China, and to induce others to enlist under them, recalls our attention to a topic which we introduced to the consideration of our readers on the 30th ultimo. In our issue of that date we pointed out the apparently inevitable, or at least irresistible, tendency of our people to become more and more involved in the internal concerns and mixed up with the practical government of various Eastern countries—an involvement each step of which it is easy to explain and safe to predict, and of which our recent history presents us with countless exemplifications. We expressed an opinion, that if we are to stop short in this career, it is high time to pull up at once, and lay down rigid and avowed doctrines on the subject; and that if we are to go on as before, we should endeavour to do so deliberately, scientifically, and on some distinct and intelligible system;—that in fact we ought, as a matter of common prudence, common morality, and plain policy, to avoid both the appearance and the reality of being *dragged* into our usual processes of interference and absorption; that we should give up our wretched habit of protesting against the inevitable, and whining over the irreparable;—that, in a word, we should either cease to do what we wish to avoid doing; or, as to that we resolve to do or know we must do, to do it as thoughtfully, as beneficently, and as systematically as we can.

Now, we think it must be pretty clear to all who did us the honour to read with care the brief programme of our usual proceedings in such cases which we sketched out three weeks ago, as well as to all who have followed the history of our mercantile and diplomatic connection with Oriental countries for the last century, that our involvements in the East are certain to become more close, more complicated, and more numerous year by year. India is a *fait accompli;* China, Japan, and Borneo, we may regard as inchoate facts of the same order. We are sure that we cannot help ourselves if we would; and we are not sure that we ought to help ourselves if we could. Our merchants *will* go everywhere—and the "Manchester School" would be among the first to condemn and despise them if they did not. And where our merchants go, thither our envoys and men-of-war must follow, partly to protect and partly to control them. And wherever, among Eastern and semi-civilised countries, these constituents of British enterprise and influence once go, there sooner or later they must *establish* themselves; establishment entails preponderance; preponderance involves responsibility; and power with its opportunities and responsibilities sooner or later begets supremacy, either virtual or ostensible; for the stronger race, like the mind, whenever brought into juxtaposition with weaker ones, takes lead by an irrecusable and unblameable law of nature. We are of opinion, then, that we cannot properly avoid following out our "manifest destiny" in the Far East; but it lies with us to decide whether we will carry it out clumsily or skilfully, empirically or systematically, in such a way as to bring the maximum of benefit to our clients and ourselves, or in such a way as to do the least possible good to them at the greatest possible cost and discredit to ourselves.

No mock modesty shall ever make us disguise our conviction that there are few Eastern races to whom British influence with all its drawbacks, and even British rule with all its blunders, are not, or might not be made, an almost incalculable gain. If we obtain our power by violence, or if we use it with egotism and injustice, we lay a heavy burden on our consciences—as in the past we have done only too often. In our tentative efforts after a right course, as in our frequently insolent and inconsiderate recklessness and self-confident proceedings, we may inflict great suffering and cause dangerous irritation. We forget too often that what is good for us may not be good for others, and and that even what is good is not always pleasant to the unaccustomed man. We have been often stupid, often willful, often strangely and perversely blind. But nothing will persuade us that to the semi-civillised races of the East in general (Japan we incline to consider an exception) the governing ability and the conscientious sense of duty which are characteristic of most Englishmen, as compared with the corresponding qualifications of their own chiefs, must not prove an incalculable blessing. Scarcely any mismanagement can make it otherwise—and it should be our great aim now to minimise mismanagement. Can any man doubt that Borneo, under the government of Rajah Brooke, would not be a vast improvement on Borneo under the Dyaks; or that Chinese finance under Mr. Lay, and Chinese naval warfare and police under Sherard Osborn, will not offer an *immeasurably* favourable contrast to the same departments under Governor Yeh or any Chinese mandarin ever yet born.

Nor can we picture to ourselves a grander or a nobler field for English energy and talent. To remodel, to purify, to develop, the resources of a magnificent Empire like that of China,—imposing from its magnitude, but corrupt and rotten to the very core; to introduce honesty and purity and skill where now there is nothing but incapacity and peculation; to render taxation easy and commerce fair; to avert famine and infanticide; to introduce order where there is now only confusion, and legal and organised law where there is now only an alternation of frightful severity of repression:—these are surely tasks worthy of the ablest and most enterprising of our citizens. Equally clear is it that to suppress piracy and murder, to introduce law and justice, education and trade, among a people like the bloody Dyaks of Borneo,—to substitute peaceful avocation for perpetual and sanguinary raids and private wars, to introduce and establish (as Sir James Brooke has done) the prolific elements of a genuine civilisation among an improveable if a savage race, and in an island as extensive as a continent,—are functions which might employ a virtuous and ambitious man for his whole life, and enable him to lie down in joy when the time comes for him to give an account of his stewardship. We believe these superb and beneficent careers are now open to our countrymen almost without stint, if we can only a little systematise and regulate our proceedings; and that all these blessings might be conferred upon the races in question under a sound and settled line of policy, without committing the British nation nearly so much as its authorised and unauthorised citizens are now committing it every day, and without entailing upon it the expenditure of one single extra shilling,—nay more, without doing one act of greediness or wrong, or being guilty of one violent or questionable deed.

The principle to be laid down appears to us evident and simple. All action should be the action of individuals; the Government, the nation as a nation, should abstain from all interference and participation as completely and as long as possible. As a rule, Englishmen succeed and manage well: as a rule, the English Government usually blunders and often fails. The reason is plain enough:—individuals undertake enterprises and enter on careers because their hearts are in the cause, or because they feel some special aptitude or calling for the work;—when the Government acts, on the contrary, it *looks out for agents*, and partly from the inveterate habits and partly from the incurable necessities of a Parliamentary system, it selects and nominates these agents, not for their peculiar fitness for the place, but from altogether domestic and irrelevant considerations. Persons of influence and connection who want employment and salary, persons who are wanted out of the way, persons who have a claim from past real or fancied services, are chosen and sent out to do work for which special qualifications are required and for which yet they have no special qualifications whatever. They blunder, they fail—and the nation has to rectify the failures, to endorse the mistakes, and to bear the discredit and the cost of both. But if individuals like Rajah Brooke, or Mr. Lay, or Capt. Sherard Osborn, or others that might be named, choose to go out on their own account, and to place their organising and governing capacity at the service of Oriental people, either as recognised *employés* of the Government, or as private adventurers, keeping within the legitimate bounds of morality and justice, we would allow them to do so without let or hindrance;—establishing at the same time the strict rule that, while giving them every moral sustainment and encouragement so long as their enterprises and functions are worthy and beneficent, our Government entirely declines to interfere for their protection against the laws of the country in which they may settle, or the decrees and proceedings of the Government with which they may have taken service. If Sir James Brooke had been murdered by the Dyaks, there would have been no call on the English authorities to demand punishment or indemnity. If the Chinese Government should find or should believe Mr. Lay to be guilty of peculation, and Capt. Osborn to be corrupt or treacherous, and should direct their decapitation, we *ought not* to interfere with the course of justice, or what the Chinese Government they serve deem to be such. Nor, we apprehend, should we think of interfering, had not the case been complicated by the sort of governmental or national participation in the enterprise of these gentlemen which the Order in Council authorising their proceedings seems to indicate and imply.

Such appears to us the clear principle which should guide and control English intervention in the internal affairs and the practical administration of Asiatic countries. Government *quâ* Government—Great Britain *quâ* Great—should in no way participate, direct, sanction, or be mixed up in it. The real difficulty will be in persuading the nation to act up to this rule in all instances. This difficulty will arise from three causes. The first is the invariable disposition of Englishmen to lay all their acquisitions, whether of territory or of influence, at the feet of their country. When Brooke becomes supreme Ruler of Sarawak, instead of glorifying himself with the notion of independent sovereignty, he immediately wishes to become the mere Governor of a British settlement. When Osborn and Lay have rehabilitated the navy and finances of China, they will think only of how far their high position may be made conducive to English interests and English reputation. England is thus constantly tempted by her loyal and patriotic sons—The second cause is this: that if any flagrant act of cruelty or injustice were to be perpetrated by the Oriental Government, against the English officials who had served it,—if they were brutally punished though clearly innocent, or treacherously and in breach of engagements dismissed or made away with by some new Ministry, which was jealous of their influence, or which fancied that the country had got enough out of them, and might safely indulge in the proverbial ingratitude of Eastern Potentates,—then it would be by no means easy for our rulers to resist the clamour which would arise both among the people and in Parliament for vengeance against the Government which had *treated Englishmen ill*—The third difficulty is of a different sort. As long as the Foreign Enlistment Act, with more or less distinctness and more or less comprehensiveness, forbids Englishmen "to enlist or engage in the service of any Foreign Power without leave first had and obtained from Her Majesty,"—the granting of this leave (which has thus become a necessary proceeding) is a distinct and virtual governmental sanction of the enterprise, and will be held and felt to imply certain obligation,—the very point we desire to avoid.

This is one of the greatest objections to the Order in Council just published. It rescinds a *general* prohibition in favour of a particular Power and in reference to specified individuals; and it is therefore difficult to argue that the enterprise, both with reference to China and to Messrs. Lay and Osborn, has not assumed something of a national and governmental character, and does not involve certain indefinite and inferential obligations. The other objection to the Order in Council—namely, the permission to officers actually belonging to our own army and navy to take service with the Emperor of China and fight *his* pirates and *his* rebels—appears graver still. But on this point we commented at length some weeks ago.—*Economist.*

INSURANCES.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

Established 1860.
Offices 35 Cornhill, London, E.C.
CAPITAL £1,000,000.
Chairman.—Henry Lewis, Esq., M.P.
Deputy Chairman.—A. D. de Pass, Esq., (of Messrs. de Pass and Sons.)
Directors.
Charles Bell, Esq., of Messrs. J. Thomson T. Bonar & Co.
Peter Bell, Esq., of Messrs. Scott, Bell & Co.
John Fleming, Esq., of Messrs. Smith, Fleming & Co.
Samuel Harper, Esq., of Lloyds.
John Lubbock, Esq., F. R. S. of Messrs. Bobarts, Lubbock & Co.
J. Leonino, Esq., of Messrs. J. Leonino & Co.
S. Pinto Leile, Esq., of Messrs. P. Leile & Brothers.
William Mackinnon, Esq., of Messrs. W. Mackinnon & Co.
Thomas D. Neave, Esq., of Messrs. Robert Smith & Co.
Brice H. Pearse, Esq., of Messrs. Alexander Son & Co.
Albert Ricardo, Esq., of Messrs. A. & W. Ricardo.
William Rennie, Esq., of Messrs. Cavan, Lubbock & Co.
Major Usborne, Esq., of Messrs. Usborne & Son.
George Frederick Young, Esq., of Messrs. Young Son and Magnay.
Superintendent of the underwriting Department:
SAMUEL HARPER, Esq.
Underwriter:
H. K. RUTHERFORD, Esq.
Secretary:
ALFRED TOZER, Esq.
Agents:
Calcutta.—Messrs. Mackinnon, Mackenzie & Co.
Bombay.—Messrs. W. Nicol & Co.
Madras.—Messrs. Binny & Co.
Kurrachee.—Messrs. Fleming & Co.
Shanghai.—Messrs. Dow & Co.
Hongkong.—Messrs. Smith Kennedy & Co.
Melbourne.—Messrs. De Pass, Brothers & Co.
Cape of Good Hope.—Messrs. De Pass, Spence & Co.

With reference to the above, the Undersigned have been appointed Agents to the Company, and are prepared to grant Policies at the current rates of premium, the claims upon which can be made payable at any of the above Ports.

(Signed) DOW & Co.
Agents for the Company.
26dc 58 Shanghai, 5th March, 1863.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire to the extent of £12,000 on Buildings or on Goods stored therein at *Shanghai* and *Hankow*.

For further particulars, apply to
DOW & Co.
31dc 12 Shanghai, 1st January, 1863.

SUN FIRE OFFICE,

LONDON.
Established in 1710.

Managers:
William Hamilton, Esq.,
Chairman & Treasurer
Charles B. Ford, Esq.,
Deputy Chairman.
The Right Hon. W. M. Beresford, M.P.
The Hon. P. Pleydell Bouverie.
Harry Chester, Esq.
Samuel Pepys Cockerell, Esq.
Raikes Currie, Esq., M.P.
John Drummond, Esq.
Russell Elice, Esq.
William Franks, Esq.
Capt. H. G. Hamilton, R.N.
Joseph Hoare, Esq.
Felix Ladbroke, Esq.
H. F. Shaw Lefevre, Esq.
Henry Littledale, Esq.
George Wrade Norman, Esq.
Brice Pearse, Esq.
Charles Richard Pole, Esq.
Lambert Pole, Esq.
Charles Ranken, Esq.
Henry Rich, Esq., M.P.
John Shepherd, Esq.
Henry Stuart, Esq., M.P.
C. George Thornton, Esq.

THE MANAGERS of the SUN FIRE OFFICE London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue Policies of Insurance against FIRE on Buildings, Goods, Merchandize, and other property, at those places.

Full particulars of Rates, &c., may be obtained on application to.

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situate in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

Colonial Marine and Fire Insurance Society of Batavia.

THE Undersigned Agents for the above named companies, are prepared to issue Policies upon Marine risks upon the customary conditions

Policies can be made payable in London, Amsterdam, Rotterdam, and at almost every port of India, China, and Australia

ADRIAN & Co.
tf 28 Nagasaki, December, 1862

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents *for the above-named Company at this* Port, are prepared to grant Policies against Fire to the Extent of £5,000 on Buildings or on Goods stored therein.

MACPHERSON & MARSHALL,
tf Yokohama, 24th October 1861.

INSURANCES.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechuhlin, Tien-tsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,259,760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances *against fire to the extent of £10,000 Stg. on any* one Building, or on its contents.

For Terms, &c., apply to
TURNER & Co.
tf Shanghai, 3d February, 1862.

NOTICE.

Batavia Sea and Fire Insurance Company.

THE Undersigned having been appointed Agents in China for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 by Sailing Ship, and Mexican $90,000 by Steamer.

Wm. PUSTAU & Co.
19ap-64 Shanghai, 18th April, 1862.

YANGTSZE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon marine risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Police holder.

RUSSELL & Co.,
Secretaries.
tf Shanghai November 1st 1862.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned have been appointed Agents at this Port for the above Company, and are prepared to grant Policies against Fire at Shanghai on the customary conditions.

For further particulars apply to
GILMAN & Co.
tf Shanghai, 16th January, 1862.

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ¾ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ¾ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum;* ¼ *per cent for* 3 *months,* and ½ *per cent for* 6 *months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned Agents in Shanghae for the above Company are prepared to accept assurance as under:

On private Dwelling Houses of the best description, *used strictly as such*, and the contents consisting of Household furniture, &c., therein, in private use, at the rate of ¾ *per cent per annum.*

On Buildings of Brick or Stone covered with Tiles, Slates or Metal, detached from Chinese Tenements, and on their contents at the rate of *one per cent per annum*, and to the extent of £10,000 on each separate building.

A Building and its contents taken together form one risk. Thus the above sum may be underwritten on a Building alone, or on the contents alone, or part on the Building and part on the contents.

Assurances for Six months will be charged *three-fourths, and for* Three months *one-half of the annual rate.*

No Assurance is to be considered in force until the premium be paid.

Parties applying for Assurances will please send in full particulars of the Risk to be taken; any deviation from which, without the consent of the Company, will vitiate the Policy.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
tf Shanghae, 2d June, 1860.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of £10,000,—on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to
Wm. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents *for the above named Company*, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
Shanghai, 15th September, 1858.

INSURANCES.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
Shanghai, 18th February, 1857

FOR SALE.

FOR SALE—TO ARRIVE, OR FROM SHIPS-SIDE.

JAPANESE TIMBER AS UNDER:
800 pcs. Scantling, 13 & 14ft. long x 5½ in. sq.
2600 do. do. do. do. x 6 do.
600 do. do. do. do. x 6 in. x 7 in.
2000 do. do. do. do. x 7 in. sq.
6000 Pine Boards, 12 ft. x 12 in x 1 in.
2000 do. 6 ft. x 12 in. x 1 in.
2000 do. 6 ft. x 10 a 12 in. x ½ in.
2000 Cedar Boards, 6 ft. x 10 a 12 in. x ¾ in.
300 pcls. Firewood.

For further particulars, apply to
OLYPHANT & Co.
tf 205 Shanghai, 22nd August, 1863.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S Colloquial Japanese or Conversational Sentences in English and Japanese,	$6.00.
Martin's Anylitical Reader, a Short Method for Learning the Chinese written Language,	$4.00.
Culbertson's China or Darkness in the Flowery Land,	$1.00.
Hernisz's Guide to Conversation in the English and Chinese Languages,	$3.00.
Macgowan's Phrases in the Shanghai Dialect,	$5 00.

27ju-64 163 Shanghai, 27th June, 1863.

Extract from the *Lancet*, February 4, 1854, and from Dr. Hassall's recent work on "Food and its Adulterations:"—

"The samples of Messrs. Crosse and Blackwell were entirely free from COPPER."

CROSSE & BLACKWELL'S

CELEBRATED Oilmen's Stores and Confectionery, may be had of every respectable dealer in India and the Colonies. Purchasers should be careful to obtain the genuine articles as inferior preparations are often substituted.

C. & B. invite attention to the following.—

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies. Harvey's, Reading, Soho, Sir Robert Peel's, Royal Table, and other choice Sauces.

POTTED MEATS, Anchovy Paste, Bloater Paste, Soyer's Sauces, Relish, and Aromatic Mustard. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Patês, Yorkshire Pork Patês. Mackarel in Sauce, Kippered Herrings, Pickle Salmon in Bottles, Fried Eels, Herrings a la Sardines, Blackwall Whitebait, Fresh Oysters, and many other delicacies.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, and for PHILLIPE & CANAUD'S SARDINES.

PURCHASERS DESIROUS of obtaining the genuine Manufactures of C. & B. should buy only from those dealers who may be fully relied upon, as many fraudulent Imitations of their goods are sold. In some instances labels resembling there are made use of, while in others empty jars and bottles bearing their labels are purchased, and filled with abominable mixtures.

It is well for the bottles and jars to be broken when empty, to prevent the latter fraud, but the only safeguard against the former is to be found in the character of the dealer. All articles from the Manufactory have on the Label the Address—

CROSSE AND BLACKWELL,
Purveyors to the Queen.
18no-63 Soho Square, London.

FOR SALE

GIESLER'S *Creaming Champagne.*
Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

HOUSES & LAND.

BUSINESS PREMISES.

To be Let for a Term of Years, or for Sale.

A Large Dwelling House with Godown 114 x 54 feet, very centrally situated, entry on 1st July, 1864.

Also,

One double storied Godown, with Dwelling Rooms and servants offices, entry about the 1st October next. Apply to

C. THORNE,
Yuen-Fong-Hong.
tf 210 Shanghai August 28th, 1882.

FOR SALE.

A Back Lot in British Concession at Kiukiang.

Apply to
RICHD. R. TYERS.
tf 117 Shanghai, 4th May 1863.

Astor House Hotel.

FOR SALE.

THE Good-will, business, Stock-in-trade, Furniture, &c., as it now stands, of the above well known Hotel. This establishment is well fitted up, to carry on business in first class style; as it has been newly furnished, and a spacious Billiard Room opened and done up in the best English manner, with Tables and all Appurtenances, made by Thurston & Co., London.

The accommodation for visitors is large and commodious, with Stables, Out houses, Coach-houses, &c., and ample ground for additional buildings, if required.

The business of the Hotel is good; and the only reason the proprietor wishes to dispose of it, is in consequence of ill health, which necessitates his departure from Shanghai.

For further particulars apply to the Undersigned.

H. W. SMITH,
Proprietor.
tf 153 Shanghai, 20th June, 1863.

MISCELLANEOUS

NOTICE.

THE Undersigned, having been assured of the support of the Imperial and Consular Authorities, give notice that they do not hold the interests they represent responsible for any damage done by their steamers to vessels lying in the fair way, as defined by the Harbour Master, or within the berth at their buoys.

RUSSELL & Co.
tf 209 Shanghai, August 28th, 1863.

NOTICE

THE Undersigned have this day removed to the premises lately occupied by the Commercial Bank of India, opposite the Trinity Church Compound.

FRAZAR & Co.
10se 211 Shanghai, August 29th, 1863.

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

FOR SPORTING OR MILITARY PURPOSES:

Double Waterproof Central Fire caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for Killin Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles.

Contractors to the War Department for Small Arms Ammunition.

Jacob's Rifle Shell Tubes, Cartriges and Caps for Colt's, Adams', and other Revolvers.

Enfield Rifle Ammunition, and Ball Cartridges.

for Whitworth and Henry's Rifles, also for Westly Richard's, Terry's, Wilson's, Prince's Deare's and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

Eley Bros., Gray's-Inn, London, W.C.
26wks 162 Shanghai, 27th June, 1863.

NOTICE.

THE SHANGHAI PILOT ASSOCIATION.

Under the Patronage of Ship Masters and Merchants.

THE Association's Schooners *Garland* and *Mine*, Cruize off, and between Gutzlaff and the Amherst Rocks, bearing S.S.W. and N.N.E from each other.

The above Schooners always to be found at the aforesaid bearings where Pilots can be obtained by Day or Night—except when all are on board of vessels, said Pilot Boats, go to anchor at *the Light Ship.*

Pilots for transporting Ships in harbour, or taking them to the sea, canal ways be obtained by applying at their Office opposite Messrs. Drake & Co.'s Godowns, next door to Messrs. Butler & Co.'s Shipping Office, Hong-que.

WILLIAM GRIFFIN,
Superintendent.
tf 41 Shanghai, 30 January, 1863.

NOTICE.

THE Undersigned are prepared, on receiving instructions, to Charter and load vessels at Newcastle, N.S.W., with the Coals of any of the local mines, for any ports in China.

Reimbursement is made by drawing at 30 or 60 days sight, at the current rate of Exchange ruling in Sydney, for bills on India, China, &c.

PROST KOHLER & Co.
21no 131 Newcastle, N.S.W., 25th Feb. 1863.

SAUCE.—LEA & PERRINS' WORCESTERSHIRE SAUCE.

Pronounced by Connoisseurs to be the only Good Sauce and applicable to every variety of Dish.

Extract of a Letter from a Medical Gentleman at Madras to his Brother at Worcester, May, 1851:—

"Tell Lea & Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made."

CAUTION.

LEA & PERRINS,

Beg to caution the public against spurious imitations of their celebrated WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the names of L. & P. *forged.*

L. & P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

⁂ Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. Crosse and Blackwell; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

10fe-64 24

NOTICE.

THE Chairman of the Shanghai Dock, Company has directed the Undersigned to give Notice that any vessel or hulk lying within sixty fathoms of the entrance to either Dock, on a line drawn straight outwards into the river, and fifty fathoms on each side of such line, up and down the River, will be liable to be made fast to by vessels entering the Docks, and will be responsible for any damage, or collision caused by her position.

HAWKINS & Co.
tf 186 Shanghai, 21st July, 1863.

UNION DISPENSARY.

THE Undersigned begs to inform the community of Shanghai and Captains of Ships visiting this Port, that he has established himself as *Apothecary* in the above Dispensary.

G. MARTIN,
Apothecary.
Rue du Consulate,
tf 116 Shanghai, 1st May, 1863.

SHANGHAI GENERAL CHAMBER OF COMMERCE.

BY a resolution passed at a General Meeting of the British Chamber of Commerce held on the 16th March, it was re-constituted as a "General" Chamber of Commerce.

The Chamber is therefore now open to the admission of Merchants and Mercantile firms of all nationalities.

WALTER PEARSON,
Secretary.
tf 106 Shanghai, 23rd April, 1862.

MISCELLANEOUS.

TO PURCHASERS AND CONSUMERS OF COAL IN SHANGHAI.

HAVING been informed that Cargoes of Coal have been Shipped at Birkenhead and certified as

"WELSH HARTLEY COAL,"

we hereby give notice that the parties giving such certificates have no authority from us to do so, and that all Coal shipped by us is certified on the back of the Bills of Lading, as

"LAIRD'S WELSH HARTLEY STEAM COAL,"

and we further state that this is the only Coal of that name on the lists of the Honourable East India Company, and the Peninsular and Oriental Steam Navigation Company, and no certificate is genuine unless signed as under.

W. & H. LAIRD,
Birkenhead and Liverpool.
7ma-64 63 7th March, 1863.

E. C. KIRBY & CO.,

Ship Chandlers, Store Keepers, and Bakers, &c.
NINGPO.

E. C. KIRBY & Co., having been established at this Port two years, and now receiving their Consignments of Goods direct, are enabled to supply the community and the Shipping visiting Ningpo on such terms as will bear a favorable comparison with Shanghai and Hongkong, and trust to merit that share of patronage, so liberally bestowed on them hitherto.

They have on hand a good assortment of Ship Chandlery and Oilman's Stores, also Fancy goods of every description.

There is attached to the Store a Dispensary where prescriptions are carefully prepared and a large quantity of drugs always in stock.

tf 69 Ningpo, 12th March, 1863.

COMMERCIAL BANK OF INDIA. SHANGHAI AGENCY.

THE Bank buys and sell bills on London, Bombay, Calcutta, Hongkong, Foochow, and Hankow.

CURRENT DEPOSITS ACCOUNTS are kept, but no Interest is allowed thereon.

FIXED DEPOSITS are received at the following rates of Interest:—

If lodged for 3 months certain 3 per cent per annum.

If lodged for 9 months certain 5 per cent per annum.

If lodged for 12 months certain 7 per cent per annum.

Hours of business from 10 A.M. to 4 P.M; on Saturdays from 10 A.M. to 1 P.M., after which times respectively, no business of any kind will be transacted.

H. HOWE WIGGINS, *Agent.*
tf Shanghai, 1st August, 1861.

ASTOR HOUSE,

THE OLDEST ESTABLISHED HOTEL AT SHANGHAI.

AS a first-class Family Hotel, this house is unsurpassed, comprising every comfort and convenience, particularly for Gentlemen and Families travelling. The Cellar is replete with every description of the choicest Liquors.

Elegant open and close Chairs to be had on application at the Office.

Hot and cold Baths always ready. Boats attached to the Hotel.

Terms moderate.

H. W. SMITH,
Proprietor.
tf Shanghai, 5th April, 1862.

J. KEARNY RODGERS,

GENERAL BROKER,
(In Ships, Land, Merchandize, &c.)

Office (公和 "*Kong Ho*") in Foochow Road, Next door to Messrs. Hall & Holtz's premises.

tf 119 Shanghai, 9th May, 1863.

BYRNE & Co.,

GENERAL MERCHANTS, SHIP BROKERS, AUCTIONEERS, MARINE SURVEYORS, AND PROPRIETORS OF CARGO-BOATS.
OFFICE AND GODOWN IN NANKIN ROAD, *near the Bund,*
tf 15 Shanghai, 1st January, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers,
Yang-king Pang,
SHANGHAI.

WHITFIELD & KINGSMILL,

Civil Engineers and Architects.
Yew hun

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

S. C. WOODRUFF,

Shipchandler, Storekeeper, and General Agent.
The Bund, Hong-que,
SHANGHAI.
my-64 May 10th, 1862.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,
D'Aguilar Street,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON.
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

MISCELLANEOUS.

NOTICE.

THE Undersigned having a supply of PILES, TIMBER and other material suitable for Wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.

Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

NOTICE.

MESSRS. JOHN PENN & SON of Greenwich, the principal manufacturers of Marine Engines to the British & Foreign Governments, having appointed me their Agent in Shanghai, I am prepared to receive orders for the supply of Engines from that eminent firm delivered in the docks ready for shipment. Messrs. PENN & SON will also undertake to supply Ships and Engines complete, the former to be constructed at one of the first Ship Building yards on the Thames.

GEORGE WHITFIELD.

Full particulars can be obtained at the office of Messrs. WHITFIELD & KINGSMILL, *Yew-kun.*

tf 33 Shanghai, 23rd January, 1863

CHARTERED BANK OF INDIA AUSTRALIA & CHINA.

SHANGHAI BRANCH.

THE Bank keeps open *Current Accounts* on which no Commission is charged and no interest paid

Local Bills discounted and advances made on approved securities.

Fixed Deposits received at rates of Interest varying according to the term of Deposit.

The Bank grants Drafts on *The City Bank* and on the Head Office in London, buys and sells bills on London, Bombay, Calcutta, Rangoon, Singapore and Hongkong, and transacts all the customary business of Banking and Agency.

J. P. LYNILL,
Manager.

tf 94 Shanghai, April 14th, 1863.

NOTICE.

THE ACCLIMATISATION SOCIETY OF VICTORIA, AUSTRALIA, are willing to make PURCHASES of such useful or ornamental, BIRDS, ANIMALS, and FISH, landed in Melbourne, as may meet the requirements of the Society.

W. H. ARCHER, *Hon. Sec.*

THE ARGUS GOLD PRIZE CUP.

THE ARGUS GOLD PRIZE CUP, of the value of One Hundred Pounds, for the year 1861, will be given to any one (unconnected with *The Argus or Yeoman* newspaper) who, within the year ending 31st October, 1862, shall INTRODUCE into the colony the most valuable or interesting ANIMAL, BIRD, or FISH, in sufficient numbers to establish the breed.

The decision to rest with the Council of the Acclimatisation Society, subject to the ratification of the Editor of *The Argus*.

Applications to be lodged with the Council of the Acclimatisation Society, before the 1st of December, 1862. 29te

NOTICE.

SHANGHAI DOCK COMPANY

E. HAWKINS, *Superintendent.*

THIS Company being now Proprietors of both Docks known as the OLD and NEW DOCKS give notice—

That the OLD or POINT DOCK is closed for enlargement, and cannot receive Vessels, until further notice.

The NEW or LOWER DOCK receives Ships of 14 feet draft and 280 feet length.

The Dock charge is Tl. 1.5. (one tael five mace) per Ton for one course of tide, and Tl. 1 (one Tael) per Ton for an additional course.

The Shipwright Work on any vessel entering the Docks is open to general competition.

The Dock Company is not responsible for any debt incurred in the name of the Docks, unless the contract is signed by both the Superintendent and the Chairman of the Company.

All bills for Dockage must be receipted by Messrs. Russell & Co., Treasurers of the Company.

P. LOUREIRO,
Chairman.

tf Shanghai, 19th February, 1862.

WORKS ON SALE.

At the London Mission Printing Office,
SHANGHAI.

CHINESE CLASSICS with Prolegomena, Indices, &c. 2 vols.	$13 00
EASY LESSONS in MANDARIN,..	2 00
William's MAPS OF CHINA, $1 and	2 00
William's TONIC DICTIONARY...	7.00
William's MIDDLE KINGDOM,....	5.00
CHINESE MISCELLANY on Silk Manufacture and Growth of Mulberry,	1.00
CHINESE & ENGLISH MEDICAL VOCABULARY,	0.30
CHINESE, FRENCH, ENGLISH & PORTUGUESE, BIBLES TESTAMENTS, &c.	

NOTICE.

報 新 海 上

THE CHINESE SHIPPING LIST AND ADVERTISER is now issued regularly on *Tuesdays, Thursdays* and *Saturdays*; and offers a sure means of communication with the Chinese Merchants, who have become so largely interested in the Shipping interest here.

PRICE OF CHINESE NEWSPAPER.—$4 per annum.

TERMS OF ADVERTISEMENTS.—2 Tls. Cents per character.

Contracts will be made at lows rate for three months and upwards with the Owners of Steamers and others trading to and from this Port—*payable in advance.* n

NOTICE.

PARTIES wishing to subscribe to the *STRAITS TIMES EXTRA*, can be supplied with Copies on the arrival of the Mail Steamer from Hongkong by applying at the *North-China Herald* Office.

Subscription for one year Tls. 4.00.

Single Copies, 2 mace each.

tf *Shanghai, June 2nd*, 1862.

COPPER-PLATE PRINTING.

CARDS Printed from ENGRAVED COPPER-PLATES at the *North-China Herald* Printing Office.

Shanghai, 12th May, 1863.

SHIPPING INTELLIGENCE.

ARRIVALS.

DATE	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	FROM	Sailed	CARGO.	CONSIGNEES.
Sept 4	John & Mary	B. bark	190	Geary	Nagasaki	Aug 30	General	A. R. Tilby and Co
.. 4	Woosung	B. bark	290	Rusman	do	.. 30	do	Gibb, Livingston and Co
.. 4	Royal George	B. ship	545	Bell	S'pore v. H'kg	.. 27	Rice	Order
.. 4	Tynemouth	B. str.	1142	Hellyn	H'kong & Ports	.. 21		Russell and Co
.. 4	Governor General	B. str.	507	Bell	Hankow	Sept 1	General	Dent and Co
.. 4	Fei-ma	B. str	121	Buckland	Ningpo			Moses and Co
.. 4	Illawarra	B. str.	166	Toeckler	do			
.. 4	Gov. v. Swieten	Da. bk	317	Fagg	Hakodadi			T. Kroes and Co
.. 4	Cadovina							
.. 5	Omer Pacha	B. bark	398	Hardie	Newchwang	Aug 21	do	Oxford and Co
.. 5	Adelaide	Da. bg		Kock	Cardiff			
.. 5	Pootung	B. str	83	Laity	Ningpo			Byrne and Co
.. 5	Warratah	B. str.	257	Harris	do			Moses and Co
.. 5	Nora Creina	B. str.	93	Thomas	do			Fletcher and Co
.. 7	Astrea	Nor. bk	243	Dicht	San Francisco	July 13	do	Order
.. 7	Osaka	A. bark	386	Hoff	Hakodadi	Aug 21	do	Olyphant and Co
.. 7	Glenhuntly	B. bark	546	Crone	Liverpool	May 2	Coals	Dow and Co
.. 7	Teresa	B. bark	334	Sinats	Hakodadi	Aug 21	General	Siemssen and Co
.. 7	Nellie Merrill	A. schr	297	Staples	do		do	Thos. Hunt and Co
.. 7	Sunlee	Ha. bk			Singapore			Wm. Pustau and Co
.. 7	Huquong	A. str	1389	Roberts	Hankow	Sept 4	do	Russell and Co
.. 7	John T. Wright	A. str.	369	Nell	do	.. 3	do	Allen and Co
.. 7	Fei-ma	B. str.	121	Buckland	Ningpo			Moses and Co
.. 8	Mandarin	B str	134	Dolie	do			J. H. Wignall
.. 8	Arlequin	Du. bk	306	Singer	Put back			Siemssen and Co
.. 8	Constance	B. bark	317	Risden	do			A. Ellissen and Co
.. 8	Pootung	B str.	83	Laity	Ningpo			Byrne and Co
.. 8	Argus	B. str.	161	Day	Nagasaki	.. 5		Shaw, Brothers and Co
.. 8	Sze-chuen	A. str	547	McCombe	Hankow	.. 5		Russell and Co
.. 8	Lotus	B str.	460	Hutchins	Kanagawa	.. 3		Hogg Brothers
.. 8	Nanzing	B str.	419	Morrison	Tientsin	.. 4		Trautmann and Co
.. 8	Hero	B. bark	111	Brodhurst	Ningpo			W. R. Adamson and Co
.. 8	China [H I C M S				Quinsan			
.. 9	Gerard	B. str.	410	Quirk	Ningpo			Smith, Kennedy and Co
.. 10	City of Nantes	B. str.	204	Gibson	Nagasaki	.. 6		Dow and Co
.. 10	Reiver	B. str.	777	Bolton	Hongkong			Jardine, Matheson & Co
.. 10	Warratah	B. str.	257	Harris	Ningpo			Moses and Co

DEPARTURES.

From the anchorage.

DATE.	VESSELS.	FLAG & RIG.	TONS	CAPTAIN.	DESTINATION.	CARGO.	DESPATCHED BY
Sept 4	Pluto	Chi. str			Ningpo		P. Conklin
.. 4	Mandarin	A. str.	134	Dolie	do	Ballast	J. H. Wignall
.. 4	Peyang	A. str.	827	Bryant	Hankow	Sun., &c.	Olyphant and Co
.. 4	Rolla	B. brig	144	Martin	Nagasaki	do	Wm. Pustau and Co
.. 4	Sir Harry Parkes	B. str.	541	Cuil	Hankow	do	Shaw, Brothers and Co
.. 4	Constance	B. bark	317	Risden	Newchwang	do	A. Ellissen and Co
.. 4	St. Louis	B. bark	551	Buck	Chinkiang	Re-expts.	Fletcher and Co
.. 4	Fei-loong	B. str.	260	Sargent	Yokohama	do	Fletcher and Co
.. 4	Carrington	A. ship	598	Watson	Fuchau	Ballast	Frazar and Co
.. 4	Maria Philippine	Ha. bk	126	Frey	Chefoo	Opium	Wm. Pustau and Co
.. 4	Arlequin	Du. bk	306	Singer	Newchwang	Ballast	Siemssen and Co
.. 4	Cath. Wilhelmine	Du. sh	884	Klein	Hongkong	do	Bourjau, Hubener and Co
.. 4	Fei-ma	B. str.	121	Buckland	Ningpo	Opium	Moses and Co
.. 5	Castle	Sia. bk	337	Gettlip	Chefoo	Original	A. R. Tilby and Co
.. 5	Zingari	Chi. str	87				
.. 5	Sarah	A. bark	263	Van Namee	Kanagawa	Re-expts	H. Fogg and Co
.. 5	Express	B. str.	290	Castilla	Hankow	Sun., &c.	Jardine, Matheson and Co
.. 5	Pootung	B. str.	83	Laity	Ningpo	Ballast	Byrne and Co
.. 5	Hellespont	B. str.	350	Mooney	Kanagawa	Re-expts.	Cowie and Co
.. 5	A. E. Vidal	Ha. bk	330	Rebe	Newchwang	Ballast	Siemssen and Co
.. 5	Fei-ma	B. str.	121	Buckland	Ningpo		Moses and Co
.. 7	Willamette	Chi. str		Frand	do		P. Conklin
.. 7	Warratah	B. str.	257	Harris	do	do	Moses and Co
.. 7	Sophie	Ha. bk	360	Bulezan	Newchwang	do	Bourjau, Hubener and Co
.. 7	Weymouth	B. ship	829	Norris	Fuchau	do	Hogg Brothers
.. 7	Woodville	B. bark	361	Lawrence	do	Sun., &c.	Wm. Pustau and Co
.. 8	Fairy	A. bark	690	Barrett	Swatow	do	Olyphant and Co
.. 8	Che-kiang	A. str.		Armstrong	Hankow	do	Russell and Co
.. 8	Allandale	B. bark	449	Gray	Liverpool	Tea	Birley, Worthington and Co
.. 8	Star of Peace	B. bark	293	Eames	Chefoo	Re-expts.	Chapman, King and Co
.. 8	Antelope	B. str.	238	Gibbon	Ningpo		P. Conklin
.. 8	Fei-ma	B. str.	121	Buckland	do	Opium	Moses and Co
.. 9	Mandarin	B. str	134	Dolie	do	Re-expts	J. H. Wignall
.. 9	Pootung	B. str	83	Laity	do	Ballast	Byrne and Co
.. 9	Fire Cracker	A. str	1041	Pendleton	Hankow	Sun., &c	Lindsay and Co
.. 9	Nora Creina	B. str	93	Wilkinson	Ningpo	Ballast	Fletcher and Co
.. 9	James Miller	A. schr	470	Carbonett	Kanagawa	Re-expts	Frazar and Co
.. 9	Janet Mitchell	B. ship	711	Branscombe	Fuchau	Coals, &c.	Oxford and Co
.. 9	Bob Tait Nag	B brig	170	Atkins	Newchwang	Ballast	A. R. Tilby and Co
.. 9	Concurrent	Da. bk	235	Davidsen	do	Original	Wm. Pustau and Co
.. 9	Calliope	A. schr	280	Taylor	Nagasaki	Re-expts.	Russell and Co
.. 9	Camilla	B. ship	568	Jeffrey	Newchwang	do	Dow and Co
.. 9	Confucius	Bre. bk	288	Racker	do	Opium	Siemssen and Co
.. 9	China [H I C M S						
.. 10	Flamer [H M	g.-boat					
.. 10	Stella	Ha. sh	150	Jensen	Hongkong	Sundries	Bourjau, Hubener and Co
.. 10	Ocean Queen	Sia. sh	521	Jensen	Chefoo	Op., &c	Bower, Hanbury and Co
.. 10	Martha Theresa	Ne. bk	242	Visser	Nagasaki	Sun., &c	T. Kroes and Co
.. 10	Clio	B. schr	150	Armstrong	Yokohama	do	Bourjau, Hubener and Co
.. 10	John T. Wright	A. str	369	Nell	H'kow & Ports	do	Allen and Co
.. 10	Ting Hai	A. schr	114	Hyde	Amoy	do	H. Drucker
.. 10	Clarissa Bird	A. ship	1163	Bird	Hongkong	C'ton, &c	Augustine Heard and Co
.. 10	Clontarf	B. ship	1091	Hutchison	Moulmein	Ballast	Gibb, Livingston and Co
.. 10	Whampoa	B. str	115	Buncombe	Ningpo	do	David Sassoon Sons and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, SEPTEMBER 12, 1863.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Commanders.	Destination.	Intended despatch
Aden	Aug 21	B. str.	507	Wilkinson	E. Warden, Agent P. and O. Co	Yokohama *	
Anna	Aug 26	A. str.		Blanchard	Howard and Co		
Argus	Sept 8	B. str.	161	Day	Shaw, Brothers and Co		
Bo-Peep	June 14	A. str.	73	Cochran			
Bunker Hill	June 14	A. str.	63	Dobbyn	Augustine Heard and Co		
City of Nantes	Sept 10	B. str.	204	Gibson	Dow and Co		
Confucius	Sept 1	Chi. str		Rowse	P. Conklin		
Cosmopolite	Aug 26	B. str.	559	McQueen	Dent and Co		
Cricket	June 1	A. str.	81	McDonald			
Defiance	Aug 28	B. str.	114	Maddison	A. R. Tilby and Co	*Tug*	
Emperor	Aug 22	B. str.	106	Todd	Jarvie, Thorburn and Co		
Enterprise		A. str.	107	Draper	H. Fogg and Co		
Fame		B. str.	117	Thomson	Gilman and Co		
Fenella	Aug 19	B. str	179	Hawes	Dallas, Pearson and Co		
Fusi-Yama	June 1	— str.					
Gerard	Sept 9	B. str.	410	Quirk	Smith, Kennedy and Co		
Gorilla		B. str.	83	McColl	E. A. Reynolds		
Governor General	Sept 4	B. str.	507	Bell	Dent and Co	H'kow & Ports	cld 11 inst
Huquong	Sept 7	A. str.	1339	Johnson	Russell and Co	H'kow & Ports	cld 11 inst
Illawarra	Sept 4	B. str.	166	Toeckler			
Little Orphan	June 8	A. str.	160	Benning	Augustine Heard and Co		
London	June 5	B. str.	700	Oliver	Byrne and Co		
Lotus	Sept 8	B. str.	460	Hutchins	Hogg Brothers	Hongkong	Early
Louisa	June 5	A. str.	80	Pearson	Master		
Martin White				Parkes	A. L. Freeman	*Tug*	
Meteor	June 27	B. str		McCaslin	P. Conklin		
Nanzing	Sept 8	B. str.	419	Morrison	Trautmann and Co	T'tsin & Chefoo	To-day
Niemen	July 7	B. str.	500	Knight	Dallas, Pearson and Co	Hongkong	Imdt.
Paysan		B. str.	46	James			
Reiver	Sept 10	B. str.	777	Bolton	Jardine, Matheson and Co		
Rose	June 20	A. str					
Shandon		B. str.	114	Wighton	Moses and Co		
Shan-se	Sept 2	A. str.	1006	Perkins	Russell and Co		
Sycee	May 30	— str					
Sze-chuen	Sept 8	A. str	547	McCombe	Russell and Co	Hankow	15th inst
Tah-wah	Feb 19	A. str.	145	Lovett			
Ta-kung	Jan 1	B. str.	131	Lawrence	Shaw, Brothers and Co	*Towing*	
Titan		B. str		Cockraine	W. R. Adamson and Co		
Tsatlee	Feb 19	A. str.	60	Steffens	Russell and Co		
Tynemouth	Sept 4	B. str.	1142	Hellyn	Russell and Co	Hongkong	13th inst
Viscount Canning	Aug 29	Sia. str		Shannon	Oxford and Co		
Wan Loong Fei	June 23	B. str	45	Robb	Geo. Barnet and Co		
Warratah	Sept 10	B. str.	257	Harris	Moses and Co	Ningpo	cld 11 inst
William the IV.	Aug 15	B. str	77	Kemp	John E. Manning		

44 *Merchant Steamers.*] * 24 hours after arrival of English Mail.

MERCHANT VESSELS.

VESSELS.	Date of Arrival	FLAG RIG.	TONS	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
Adelaide	Sept 5	Da. bg		Kock			
Albrecht O'Swald	Aug 19	Ha. sh	665		Siemssen and Co		
Alerta	Aug 19	Da. bg	200		Russell and Co		
Alexandra	Aug 26	B. bark	547	Morris	Hogg Brothers		
Alice Tainter	Aug 24	B. bark	500	Bernley	Bower, Hanbury and Co		
Aida	Aug 28	Ha. bk		Hess	Siemssen and Co		
Amaranth	Aug 28	B. ship	676		A. R. Tilby and Co		
Amoy	Aug 17	B. bark	304	Dewar	Dow and Co		
Andes	Aug 21	A. ship	435	Spencer	Russell and Co		
Anna	Aug 24	Old. bk	262	Chalken	Wm. Pustau and Co		
Anna Maria	Aug 6	B. bark	407	Macbeth	A. R. Tilby and Co		

MERCHANT VESSELS.—*Continued.*

VESSELS.	Date of Arrival	FLAG RIG.	TONS	CAPTAIN.	CONSIGNEES.	DESTINATION.	Intended despatch
Anna Maria		Da. bg		Jürgensen	Henry Drucker	Newchwang	To-day
Ariadne	Aug 22	Ha. sch	400	Niemeyer	Wm. Pustau and Co		
Arlequin	Sept 8	Du. bk	306	Singer	Siemssen and Co		
Asia	Aug 28	B bark	308	Longman	Bourjau, Hubener and Co		
Astrea	Sept 7	Nor. bk	243	Dicht	Order		
Auld Reekie	Aug 13	B. schr	192	Stanford	Smith, Kennedy and Co	Chefoo & T'tsin	cld 4 inst
Aunt Lizzie	July 6	B. ship		Hau	Johnson and Co		
Aurnswark	June 2	B. bark	225	Brigstock	Jardine, Matheson and Co		
Ballarat	Aug 19	B. ship	706	Cow	Fletcher and Co		
Balmacarra	July 24	B. bark	376	Dunlop	Frazar and Co	Fuchau	18th inst
Batavia	Aug 25	Ha. bk	376	Grell	Siemssen and Co		
Beemah	June 26	B. ship	887	Johnson	Gibb, Livingston and Co		
Belle	Aug 27	-- schr					
Bentinck	Aug 22	B. ship	380	Thomas	Dow and Co		
Bosworth	Aug 19	B. ship	611		Gibb, Livingston and Co		
Cadovina	Sept 4						
Canton	July 30	B. bark	429	Leighton	Bower, Hanbury and Co		
Chalmers	Aug 21	B. ship	593	Baister	Jardine, Matheson and Co		
Champion	Aug 30	A. ship	1021	Boyden	Bower, Hanbury and Co		
Childe Harold	July 19	B. ship	1036	Gunnion	Trautmann and Co		
Chinkiang							
Clarendon	July 31	B. ship	656	King	A. Ellissen and Co	London	Early
Claro Babuyan	Aug 21	B. bark	357	Errington	Frazar and Co	New York	Early
Cleopatra	Aug 24	B. schr	180	Young	Dow and Co	Taku	Early
Constance	Sept 8	B bark	317	Risden	A. Ellissen and Co	Newchwang	14th inst
Crow	Aug 28	B. schr	326	Farrell	A. R. Tilby and Co	Fuchau	
Delaware	Aug 20	A. bark	360	Gregg	Frazar and Co		
Der-West	Aug 14	Pru. sh			Engwat and Co		
Dorchester	Aug 21	A. bark	422	Fulton	Frazar and Co		
Dove	Aug 28	Pru bk	230	Welland	Siemssen and Co		
Duck	Aug 21	B. schr	142	Aubin	Engwat and Co		
E. F. Willets	July 30	A. ship		William	Olyphant and Co		
Eagle	Aug 8						
Eagle	Aug 22	B. ship					
Earl Grey	July 29	Ne. bk	540	Hanisch	T. Kroes and Co		
Edith	Aug 25	B. bark	386	Robertson	Jardine, Matheson and Co	London	Early
Elizabeth	Aug 24	Swe. bk	419	Tugeelins	A. R. Tilby and Co		
Emma		B. schr	110	West			
Europe	Aug 24	Fr bk		Boutes	T. Kroes and Co		
Fairlight	Aug 13	B. ship	588	Bush	Gibb, Livingston and Co		
Falco	Aug 24	Swe. bk	412	Martinson	Oxford and Co		
Fow Taun	Aug 19	B. ship	1079	Coles	Shaw, Brothers and Co		
Freya	Aug 19	Ha. bk	492	Magor	Siemssen and Co		
Prinz Regent	Aug 19	Pru. bk	354	Fischer	Bourjau, Hubener & Co		
Fruiterer	Aug 10	A. bark	321	Dawes	Frazar and Co	Fuchau	cld 10 inst
Gaston	Aug 20	Fr bk	280	La Belle	E. Eaton and Co	Kanagawa	Early
Gauntlet	July 8	B. ship	713	Welsh	Gibb, Livingston and Co	London	17th inst
General Morgan	Aug 25	A. schr	138	Wheeler	Frazar and Co		
General Putnam	July 26	A. ship	1020	Babsen	Bower, Hanbury and Co		
Georg Andreas	Aug 21	Da. bg	150	Ahrensholdt	Bourjau, Hubener and Co		
Georges	Aug 15	A. ship	291	Williams	H. Fogg and Co		
Georgiana	July 28	Fr. ship	466		Trautmann and Co		
Glencoe	Aug 26	A. brig	222	Morgan	Frazar and Co		
Glenhuntly	Sept 7	B bark	546	Crone	Dow and Co		
Gloriosa	Sept 1	Da. bg	264	Jepsen	Wm. Pustau and Co	Chefoo	
Gov. v. Swieten	Sept 4	Da bk	317	Fagg	T. Kroes and Co		
Grossvater	Aug 13	Bre. bk	380	Conrad	Kunst, Röhl and Co	Newchwang	To-day
Guillaume	Aug 22	Bel. bg		Ketelsen	Bourjau, Hubener and Co		
Hamlet	Aug 22	Ha. bk			Siemssen and Co	Chefoo	To-day
Havelock	July 10	B. bark	454	Cork	Gibb, Livingston and Co		
Henry Brigham	July 31	A. ship	1065	Potter	Olyphant and Co		
Henry Harbeck	Sept 3	A. ship	711	True	Frazar and Co		
Hero	Sept 8	B. bark	111	Brodhurst	W. R. Adamson and Co		
Hydaspes	Aug 7	B bark					
Independence	Aug 22	A. ship	827	Crowell	Frazar and Co		
Indus	Aug 24	B. bark	349	Lawrence	Dow and Co		
Iona	Aug 29	B. ship	549	Thumber	Order		
Ironsides	Aug 13	B. ship	898	Vaux	Fletcher and Co	London	Early
Isabella Hamilton	Aug 15	B. bark	238	Kyall	W. R. Adamson and Co		
J. H. Ransom	Aug 20	B. bark	898	Chapman	W. R. Adamson and Co		
Jas. Vinicombe	July 28	B. ship	679	Bowell	A. Ellissen and Co	London	Early
Jane Leech	June 29	B. ship	916	Bingham	Dent and Co	Liverpool	cld 8 inst
Japan	Aug 12	Pru sch	240	Schomberg	Wm. Pustau and Co		
John & Mary	Sept 4	B. bark	190	Geary	A. R. Tilby and Co		
Julia	July 26	B. bark		Bird	Jardine, Matheson and Co		
Julia Ann	Aug 28	B. bark	409	Fair	Bourjau, Hubener and Co	Hongkong	Early
Kaffir Chief	Nov 16	B. bark	400	Harper	Cowie and Co	Kanagawa	Imdt.
Kalbamba	Aug 17	B. bark	319		Birley, Worthington and Co		
Kiem-thay-hien	Aug 20	Ne. bk	285	Barnaart	T. Kroes and Co		
King Arthur	June 13	B. bark	699	Bramwell	Dow and Co	London	Early
Loftus	Aug 8	B. bark					
Loodiana	Aug 28	B. ship	654	Moir	Trautmann and Co		
Lord Macauly	Aug 31	B ship	846	Cane	Order		
Lorton	Aug 26	B. bark	518	Mollard	Alfred Wilkinson and Co	London	
Lüchow	Aug 28	Han. bg	183	Ulrich	Kunst, Röhl and Co		
Macduff	July 15	B. ship	1135	Osborn	Hogg Brothers		
Magenta	Aug 19	B. ship	826	Janusin	Russell and Co		
Magnet	July 31	A. ship	705	King	Order		
Malvina Vidal	July 15	Ha. bk		Kessal	Bourjau, Hubener and Co		
Marion	Aug 13	B. ship	468	Taylor	Dow and Co	Nagasaki	Early
Melbourne	Aug 29	B. bark	594	Miller	Shaw, Brothers and Co		
Mercara	July 13				Johnson and Co		
Mimosa	Aug 13	B. bark	409	Johnston	Dow and Co		
Mirage	Aug 19	B. ship	715	Roberts	Smith, Kennedy and Co		
Moneta	July 20	B. ship	612	Spear	Smith, Kennedy and Co	London	cld 8 inst
Monsmie	Aug 21	B. schr	440	Green	A. R. Tilby and Co		
Nellie Merrill	Sept 7	A. schr	297	Staples	Thos. Hunt and Co		
Ngapuhi	May 9	B. ship	543	Spence	Harbor Master		
Nimrod	Mar 3	B. bark	262	Mather			
Ningpo	July 28	Ne. bk		Miner	T. Kroes and Co		
Niphon	Aug 11	B ship	592	Baker	Dow and Co		
Nonpareil	Aug 20	A. ship	1431	Smith	Augustine Heard and Co		
Northern Light	Feb 24	B. bark	1380	Hutchinson	Gibb, Livingston and Co		
Oldenbarneveld	July 24	Ne. sh	572	Duwel	T. Kroes and Co		
Omer Pacha	Sept 5	B. bark	398	Hardie	Oxford and Co		
Orinoco	Aug 29	Ha. bg	202		H. Stubbendorff and Co	Chefoo	Early
Osaka	Sept 7	A. bark	386	Hoff	Olyphant and Co		
Osprey	Aug 20	B. ship	600	Andrews	Lindsay and Co		
Our Queen	Aug 24	B. bark	461	Eaves	Gilman and Co		
Padang Padjang	Aug 22	Ne. sh	600	Rehling	T. Kroes and Co		
Palma	Aug 20	Ha. bk	240	Schuehagen	Bourjau, Hubener & Co		
Palmerston	Aug 26	B. ship		Peters	Jardine, Matheson and Co		
Palmyra	Aug 28	B. ship		Richards	Dent and Co	Liverpool	Early
Paragon	Aug 1	Sia. sh	750		A. R. Tilby and Co		
Peep O'day	Aug 4	B. ship			Lindsay and Co		
Phantom		B. schr	38	Farnworth	Gunpowder Magazine		
Phillip I	Aug 10	A. bark	292	Oakman			
Pons Ælie	Aug 20	B. bark	406	Headchold	A. R. Tilby and Co		
Princess Royal	Aug 29	Pru. sh	1245	Watson	Smith, Kennedy and Co		
Queen of Nations	Aug 21	B. ship	846	Mitchell	Smith, Kennedy and Co		
Rainbow	July 17	A. ship	550	Kelly	Augustine Heard and Co		
Rance	Aug 26	B. ship		Laughton	Trautmann and Co		
Reindeer	July 20	B. ship	115	Clelland	Johnson and Co	London	cld 9 inst
Rifle	Aug 24	B. bark	325	Elliott	Chapman, King and Co		
Rock City	July 12	B. ship	556	Whitehill	Trautmann and Co	London	Early
Rover	Aug 24	A. bark	358	Hunt	Frazar and Co	Kanagawa	Early
Royal George	Sept 4	B. ship	545	Bell	Order		
Sagitta	Aug 21	Ne. bk	278	Bakker	T. Kroes and Co		
Samuel Stoddart	Aug 22						
Sarah Emma	Aug 31	B. ship	1097	Wingate	Hogg Brothers	London	Early
Schwinge	Sept 1	Han bg	164	Yonge	Wm. Pustau and Co		
Sea Bird	June 10	A. bark	333	Weston	Frazar and Co		
Sea Queen	Aug 22	B. ship	377	Wharton	Engwat and Co		
Siam	Aug 5	B. ship			Jardine, Matheson & Co	London	Early
Singapore	Aug 29	Bre. sch	278	Heljes	Bourjau, Hubener & Co		
Solway	July 15	B. ship	946	Ustould	Smith, Kennedy and Co		
Sophia	June 5	A. bark	310	Jacobs	Order		
Sovereign of India	July 8	B. ship	775	Scott	Dent and Co	London	Early
Spirit of the Deep	Aug 20	B. ship	629	Hewit	Jarvie, Thorburn and Co		
Spirit of the Sea	Aug 8	B. bark	499	Maguire	Alfred Wilkinson and Co		
Star of the North	Aug 22	B. ship	934	Patterson	A. Ellissen and Co	London	Early
Star Queen	Aug 13	B. ship	750	Eaves	Jardine, Matheson and Co		
Sunlee	Sept 7	Ha. bk			Wm. Pustau and Co		
Surat	Aug 19	B. ship	999	Fitzeald	Dow and Co		
Tehapon	Aug 19	Fr bg	148	Guinbertean	Vaucher Frères		
Teresa	Sept 7	B. bark	334	Sinats	Siemssen and Co		
Thomas S. Stowe	Aug 27	B. bark	486	Rice	Hogg Brothers	London	Early
Troy	July 15	B. ship	736	Burrows	Dow and Co	Fuchau	Early
Una	Aug 20	B. brig	234	Pott	Johnson and Co		
Wild Pigeon	Aug 13	B. ship	1006	Mayhew	Olyphant and Co		
Wild Rover	July 26	A. ship	1003	Crowell	Russell and Co		
Wilhelmina	Aug 13	Du. bk	486	Kerkhoven	T. Kroes and Co	Newchwang	cld 10 inst
William Melhuish	Aug 13	B. ship	756	Duff	Holliday, Wise and Co		
Wodan	July 22	Pru. bk	235	Schult	Wm. Pustau and Co	Newchwang	cld 1 ult
Woo-sung	Sept 4	B. bark	390	Rusman	Gibb, Livingston and Co		
Young England	Aug 31				Johnson and Co		
Young Greek	July 9	A. bark	456	Taylor	Augustine Heard and Co		
Yuh Shin	Sept 3				Jarvie, Thorburn and Co		

169 *Merchant Vessels.*]

TERMS OF ADVERTISEMENT.—To Subscribers. Ten Lines and under, *One Tael*;—each additional line *One Mace.* One-half of these charges for repetitions. Contracts may be made for 3 months, or longer, payable in advance. ☞ Advertisements will be repeated unless Countermanded.

ORDERS.—From other ports, for Subscription and Advertisements must be accompanied of a reference for payment in Shanghai or they cannot be attended to, in consequence by the inconvenience of collecting small sums at distant places.

PRICE OF THE *NORTH-CHINA HERALD.*—Per Annum, *Fifteen Taels*;—Six Months, *Eight Taels*;—Three Months, *Four Taels*;—all payable in advance. SINGLE NUMBERS—To Subscribers, 2 *mace* 5 *can.*;—To Non-Subscribers, *Five mace.* Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.